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Copies are sent out each month as a Supplement to the "Times-Guardian" published at Truro, N.S.

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Address all communications pertaining to this journal to office of publication.

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All notices in Local Column and changes in advertising cards for this publication must be sent in on or before the 1st of each and every month.

VOL. I. NOVEMBER, 1895. No. 7.

The Steamers of the Plant Line between Boston and Halifax carry both the Royal Canadian and United States mails.

The Armstrong Transfer Co. of Boston check baggage through and transfer same from all railroad stations in Boston via the steamers of the Canada Atlantic and Plant S. S. Line.

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The steamers "Olivette" and "Halifax," well known as the Plant Line flyers, have recently been making some quick passages, the "Olivette" landing her passengers in Halifax 24 hours after leaving Boston.

The Plant Line are now building at Newport, News, a new steamer, which will indeed be a "Flyer." She will be the fastest steamer of her size ever built in the United States, and will be a marvel of magnificence. She will be launched shortly and will be completed next Spring.

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The Plant System have moved their New England office from 268 Washington St., to 207 Washington St., Boston. The new office will be found more commodious and conveniently situated for the Patrons of the Canada Atlantic & Plant Line. The Office is in charge of Mr. A. P. Lane, New England Agent, who is one of the popular Agents of the Plant Line. Mr. Lane will be pleased to see enquirers and give full information.

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Last July Col. Wrenn's jurisdiction was extended to cover the Canada Atlantic & Plant Line, between Boston and the Provinces, and he immediately made a tour to acquaint himself with the people and their country. He was more than pleased with the beautiful Summer resort, and made no hesitation in saying that the charms of the Provinces were not known sufficiently in the United States.

The increased advertising matter which the Canada Atlantic & Plant Line have issued through the Canadian Office is attributed to Mr. Wrenn's management, and it is understood that he is already making preparations for a very extensive advertising of the Provinces in the United States the coming Season, which must certainly be of advantage to Nova Scotia.

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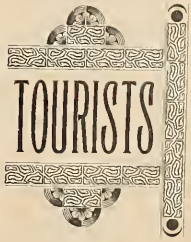

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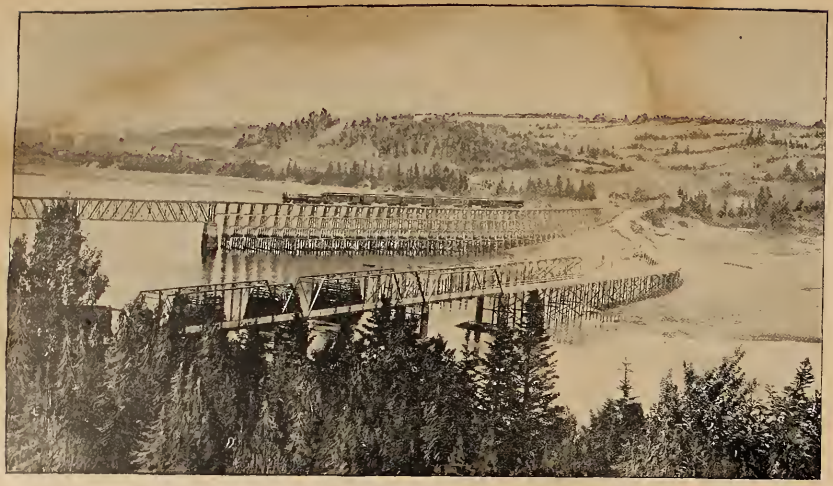

Why was Louisbourg Twice Besieged?

A PAPER BY SAMUEL A. BENT, A.M.

Read before the Society of Colonial Wars at Boston, April, 1895.

He who would understand the train of events by which, at the close of one of our inter-colonial wars, Louisbourg was built by the French to protect themselves and threaten British possessions; by which, in another war, it was captured, but restored to France; and by which it was again and finally taken, and then abandoned by the English, must read the history, not only of this country and England, but of the Continent of Europe, for a period of seventy years from the accession of William and Mary to the English throne

From their settlement until the English revolution of 1688, interrupted only by Indian hostilities, the American colonies had enjoyed the peace necessary to their foundation and development. But when the revolution drove James II from his throne, and sent into banishment such unpopular servants of his as Sir Edmund Andros, the English colonies, though heartily sympathizing with these changes, found themselves embroiled in the disputes to which this revolution gave rise, and were obliged to take their part in the struggles which ensued. Even before the new charter of William and Mary was sent over, the project of the invasion of Canada and Acadia was conceived by Massachusetts; as early as April, 1690, his majesty was asked to supply arms and ammunition for the expedition, and a number of frigates, with which to attack the French by sea, while the colonies attacked them by land. In the same month Sir William Phips had captured Port Royal, in Acadia, and when the proposition was declined, owing to the war in Ireland, Massachusetts, in an alliance with Connecticut and New York, resolved to act on her own responsibility and attack Montreal by land and Quebec by sea.

Now England was now embarked in the first of the great wars which raged simultaneously on both continents. We call it King William's War; in European history it is known as the War of the Palatinate, when the smiling country among the vineyards of the Rhine and the Neckar around the stately palace of the Elector at Heidelberg and the venerable tombs of the Emperors at Speyer, was turned into a desert. The early successes of France had exhausted her finances and decimated her population, while the defeats of William were reversed, as he became more firmly seated upon his throne, by victories in Ireland and Scotland. Still by the Peace of Ryswick, in 1697, after the dismal failure of Phips's Canadian expedition, after the terrible barbarities of the Indian warfare waged against the colonies, France retained the whole coast and adjacent islands, from Maine to Labrador, with the Hudson's Bay country, Canada, and the valley of the Mississippi. The bounds between the two countries were imperfectly defined, and each was waiting for some opportunity to encroach upon the other. It soon presented itself in the second inter colonial war, beginning in 1701, called Queen Annie's War, or, in European history, the War of the Spanish Succession, in which England opposed the elevation of the grandson of Louis XIV to the spanish throne. It was signalized by the great campaign of Malborough in the Low Countries, and by English victories on the coast of Spain and in the West Indies. On this side of the water, the New England frontier was again desolated. Deerfield and Haverhill were destroyed by the Indian allies of the French; remote settlements were abandoned; the colonists defended themselves in garrison houses; the gun accompanied the plough. Again an expedition against Canada failed, though Port Royal was captured, and to the shameful exhibition of the incompetence of court favorites Massachusetts had contributed £40,000 in bills of credit. More than one man in five was in coast-guard service, in the defence of the frontier, or in the Canada expedition. Years passed before this colony recovered from the financial exhaustion, the disappointment and and loss of these futile attempts.

The Treaty of Utrecht, in 1713 however, after Marlborough had humbled the French at Blenheim, Ramillies, and Oudenarde, gave the first check to France in her design to conquer Great Britain in America. Nova Scotia and Newfoundland were ceded to England, while Cape Breton was left to the French. From this time forward, the latter country, called Cape Breton from the early visits of Breton and Basque fishermen,—so little known that a British Prime Minister was surprised to be told that it was an Island,—began to be an important factor in American affairs. The attention of the French government had already been called to the importance of its geographical position, and to the expediency of making one of its harbors the entrepot for the trade between France, Canada and the West Indies; while it might furnish a base for future attacks ubon New England. Accordingly, when Newfoundland was given up to England, the French officials and inhabitants removed to Cape Breton, then a wilderness. The so-called English harbor was selected for fortification, and named Louisbourg, after Louis XIV. This deep and shattered basin was capable of giving anchorage to a fleet of men-of-war. On a tongue of land between this basin and the coast, surrounded by barren hills and broad marshes, the fortification was built. It was begun in 1720, and cost the French over five millions of our money, and even then was not completed in accordance with the original plan, the king being unwilling to divert more money from the lavish expenditure of his court and the cost of his continental wars. A considerable portion of the finer brick and stone was brought from France; while much timber and brick was purchased from New England traders. The French always contended that the works were constructed carelessly, and that the officials in charge defrauded their government. As it was, the fortress was only completed a year or two before its capture, in 1745. Enclosed within it grew up a fishing village of some two thousand inhabitants; while the peace garrison amounted to one thousand men. The fortifications inclosed an area of over one hundred acres, and had a circumference of about two and one half miles. They were planned on the best system, as laid down by Vauban and other great military engineers, and were, in spite of their faulty construction, the most complete example of a fortified town in America.

At the time we are considering, the Peace of 1713, the population of these colonies had reached 375,750 whites and 58,850 blacks, and was rapidly increasing. Their trade amounted to twelve and a half millions annually. On the other hand, the population of Canada did not exceed 25,000, and the only towns,

—Montreal and Quebec,—had not half the population of Boston. But in spite of this disproportion of numbers, when George II ascended the throne, there were already French forts and missions on many important points on the Great Lakes, on the Mississippi River, and at Mobile, on the Gulf of Mexico, which were to be used to confine the English between the Atlantic and the Alleghanies.

Like its predecessor, the Peace of Utrecht was but a truce, and the match was ready to set on fire both continents. It was applied in 1744, when, in the War of the Austrian Succession,—called by us King George's War, from George II.,—the English supported Maria Theresa against France and Prussia. In it George II. defeated the French at Dettingen, while Marshal Saxe worsted the English at Fontenoy. To us it is important as the occasion of the expedition which captured the newly built fortress of Louisbourg. This stronghold was seen to be a standing menace to all the northern British Colonies. As the only French naval station on the continent, it commanded the chief entrance to Canada, and threatened to ruin the fisheries, which were nearly as vital to New England as was the fur trade to France. While Cape Breton was French, the nominal possession of Acadia was of little security to the English. In spite of their oath of allegiance, it was evident that the Acadians would be both useless and dangerous as long as the French flag floated over Louisbourg. The danger was imminent. Even before the European declaration of war, an armament, fitted out at Louisbourg, had surprised the English garrison at Canseau, breaking up the fishery. Annapolis, the capital of Acadia, or Nova Scotia, had been threatened by the Indians, but was successfully defended. The English prisoners who had been sent from Canseau to Louisbourg had remained the during the winter, and the accounts they brought back of its condition gave Governor Shirley reason to believe that if an expedition was speedily sent against it, there would be a fair chance of success. These prisoners represented that not only was the garrison small, but that it was discontented, and that a mutiny had actually broken out on account of the soldiers not having received certain addition to their pay for work upon the fortifications. The ramparts were said to be defective in more than one place, and the gales and other causes had delayed the arrival of ships with provisions and reinforcements.

When Governor Shirley laid before the General Court the plan,—which it is possible had been suggested to him by one of the several men whose names are attached to it,—for striking a blow at the French which would give the English control of the St. Lawrence, it was rejected as foolish and chimerical; but on presentation of a petition, signed by New England merchants, complaining of the losses they had received from French privateers which found refuge at Louisbourg, the project was carried by one majority. Shirley then called upon the mother country and the other colonies for cooperation. Everywhere but in New England the scheme was regarded as quixotic. As the result of his application it was a New England expedition which attacked Louisbourg, aided by ten pieces of small ordnance and a quantity of powder and provisions contributed by New York.

The forces against the French consisted of 4,070 men, of whom Massachusetts contributed 3,250 (one third of them from Maine); New Hampshire, 304; Connecticut 516. William Pepperrell, who was placed in command, had become wealthy in commerce, and had held some important civil positions. With military experience, he was a man of excellent judgment, undoubted courage, and a knowledge of the art of managing men. The old Puritan spirit of the colonies asserted itself at this crisis In the churches and on the domestic hearths prayers were offered that Romanism and its superstitions might be crushed out. A new crusade was preached by the clergy, and the great Whitfield placed upon its banner the motto, *Nil desperandum, Christo duce.*

The ships which the Duke of Newcastle sent, under command of Commodore Warren, on receipt of Governor Shirley's letter, met the American at Canseau. They materially contributed to the success of the expedition by capturing the French vessel on her annual trip to Louisbourg with supplies, and manning her with English seamen. With this cooperation, on the 17th of June, 1745, after a siege of forty-seven days, the keys of the fortress were handed to General Pepperrell, and the English flag was hoisted on the walls of Louisbourg. The reception in Boston of the news of its capture was by bonfires and illuminations, and a public thanksgiving ordered by the governor. The rejoicings in Boston were echoed throughout New England, in New York and Philadelphia. Stores for the garrison and materials for the reconstruction of the damaged works were ordered by the General Court. New York contributed for this purpose £5,000; New Jersey, £2,000; Pennsylvania, £4,000.

When Pepperrell reached Boston he was met by the governor and escorted to the town-house, where he received a vote of thanks, to which he made a characteristically modest reply. His return to his home in Maine, through the large towns of Essex County, resembled the triumphal progress of a Roman conqueror. Equal enthusiasm was shown in London, on arrival of the news of what one of her historians calls "the great event of the War of the Austrian Succession." The guns were fired in the Park and at the Tower. In return for a conquest which saved Nova Scotia to the British crown, Pepperrell was made a baronet,—the first distinction of the kind ever given to a colonist,—and Warren a rear-admiral. What was the disgust of the colonies when Eng-

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A private banker in a town in Wisconsin received a call a few days ago from a stranger, who deposited ten dollars and then turned around and asked the banker for a loan of fifty dollars.

Why sir I can't lend you money, replied the banker.

I think you can. Please take time for reflection.

I don't want to reflect upon the subject sir.

Would a run on this bank damage you fifty dollars' worth.

There will be no run here.

Suppose there was?

It is too absurd to suppose. Goodday sir!

The stranger walked out doors, and the bank closed for the day. He entered a grocery and stated that he was a depositor, and asked if the bank was sound. He entered a dry goods store and inquired if the hardtimes might not pinch the bank He entered a drug store and offered his certificate of deposit for ten dollars. He met a lawyer and inquired if a receiver had been appointed to look out for the interests of depositors. Next morning he was at the door of the bank, gesticulating and lamenting, and behind him were seventy-five or eighty citizens. Before noon the bank was cleaned out and its doors closed, and an ex private banker was out to avoid being linched.

land, by the Peace of Aix-la-Chapelle, restored Louisbourg, her only conquest during the war to the French!

The War in Europe, from 1745, had drifted on, although its original purpose had disappeared. Both parties to it were financially exhausted, and were happy to close the conflict by mutually restoring their conquests in all parts of the world. In October, 1748, the Peace was signed by which Louisbourg, won for England by the farmers and fishermen of New England, was given back to France. It is said that when the preliminaries of peace were under discussion, Louis XV had demanded the restitution of Louisbourg, and George II is said to have replied that it was not his to give, having been captured by the people of Boston; but his sense of justice was forced to yield to diplomatic necessity, Louisbourg being the indispensable price of peace.

The reason for so unfortunate an act are matters of conjecture. It must be remembered that parliamentry government and ministerial responsibility, as we now understand them, did not then exist. The government was not responsible to the people, nor to the House of Commons, but to the king. Nor, if the subject had been matter for debate, was there any system of parliamentaty reporting. It is said, however, that conflicting representations were made to the British ministry respecting the value of Louisbourg to the English. Shirley indeed told them that it was the key to both the French and English northern colonies, and that if the French should be able to hold it "it would some time or other put them upon disputing the mastery of the whole continent with the British crown." Warren agreed with Pepperrell in wishing to have it established as a civil government and a free port; but Warren's successor, Commodore Knowles, thought the fortress not worth the trouble of keeping up. The fortifications, he said, were badly designed and worse executed, and the climate was frightful. It was at the mercy of a hostile fleet, and required naval defence. But Knowles, who is described as a "testy person," had an old prejudice against the colonies, and had spoken of their troops as "banditti." He had impressed mechanics in Boston to recruit his ships, whom he had given up, after a mob had attacked his officers.

Other reasons than the opinion of Commodore Knowles may have contributed to a result so mortifying to the pride of our ancestors. The conquest of Louisbourg, says Palfrey, had been made at their own motion, at their own risk, and at a cost most embarrassing to them. That they had made it for their needful sedurity, and that they had contributed by it to the glory and greatness of the empire seemed to them alike reasons why it should be relinquished. How far a jealousy of their growing power, he adds, manifested by so conspicuous a demonstration, may have operated to induce the English ministry to this mortifying measure, cannot be positively affirmed But an opinion was entertained in some quarters that in the British counsels the vicinity of French settlements and forces was not overlooked as a means of keeping the colonies in their allegiance to Great Britain, through a sense of need of her aid for their security. In fact, this was suggested to the British Prime Minister by Governor Shirley, who wrote that if Louisbourg should be strengthned the Crown would have an absolute hold of the colonies, if ever there should come a time when they should grow restive, and disposed to shake off their dependency upon their mother country, the possibility of which, he added, "seems to me some centuries further off than it does to some gentlemen at home.

While the surrender of Louisbourg was distasteful in the highest degree to the colonies to which its capture was due, Lord Mahon, in his history of England, asserts that, notwithstanding the exhausted state of the British finances and the depression wrought by the disasters in the Netherlands, the terms of the Treaty of Aix-la-Chapelle,—*especially the restitution of Cape Breton*,—were far from popular in England, and he adds that it was clogged with a clause most unwelcome to British pride, that hostages should be given to France for the restitution of Cape Breton, in the person of two noblemen of distinguished rank, who were selected for this purpose and sent to Paris.

But if the surrender of Louisbourg was a bitter pill to the colonies, it was of immense benefit to Massachusetts for it was a direct consequence of this act that our currency was reformed and placed upon a specie basis. The evil of an irredeemable paper currency had weighed upon the colony during nearly half of its existence, beginning with the issue of bills of credit to pay for the disastrous expedition against Canada in 1690. Following wars had caused further emission of bills payable, first at two years, then at three, then at longer periods. In the meantime, the value of public securities fell, and specie, for which the paper money was a cheap substitute, disappeared. Different remedies were applied, but in vain; while the distress which they were intended to relieve was becoming intolerable. Upon the urgent representation of Governor Shirley, and in order to quiet the growing discontent of the colony, the entire sum expended by Massachusetts on the expedition of Louisbourg, equal to £183,650 as exchange then stood with London, was allowed by the English government. It came over, says Palfrey, in solid coin, "and the people of Boston, little used to the sight of money, saw seventeen trucks dragged up King street to the treasury offices, laden with two hundred and seventeen chests full of Spanish dollars, and ten trunks bearing one hundred casks of coined copper." Before the arrival of the money its use had been provided for. Thomas Hutchinson, later Governor, then Speaker of the House, having opposed all the schemes hitherto ad-

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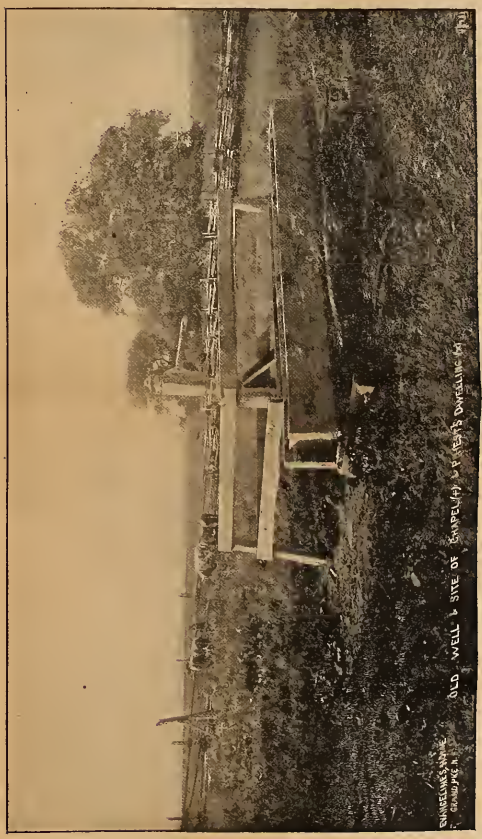
vocated, urged the devotion of the money to the payment of the provincial bills of the old tenor, more than two millions of which were in circulation. After much opposition his views prevailed ; and it was further enacted that silver at the rate of 6s. 8*d*. the ounce, the Spanish dollars at 6s. each, should be the legal tender of the province. The money, when it arrived, took the place of the outstanding notes, and for twenty-five years Massachusetts enjoyed a specie currency.

It is not surprising that Hutchinson should begin the third volume of his "History of Massachusetts" by saying that the people of this province were never in a more easy and happy situation than at the close of the war with France ; and he recounts with no personal allusion, the establishment of the currency on a specie basis, the advantage whereof, he adds, was evident, and excited the envy of the other colonies, in each of which paper was the principal medium,

When the English understood the mistake they had made in restoring Cape



Breton to France, they endeavored to retrieve it, as far as possible, and at the suggestion of Shirley and others, get to work to bring an English population into Nova Scotia, and to make it a source of strength instead of weakness to the New England communities. In 1749 the city of Halifax was founded on on the west side of the harbor of Chebucton, a harbor remarkable for its spaciousness and freedom from ice in the winter ; and thousands of Acadians, who had supplied Louisbourg with provisions and helped to build the French forts in Nova Scotia, were deported and scattered among the English colonies.

We come now to the last and most momentous of these intercolonial struggles, from which it is not too much to say that America emerged a nation. The conflict began with us. Its cause was the proposed settlement of the English beyond the Ohio, opposed by the French, who constructed forts to connect Canada with Louisiana. When the contending parties stood face to face along this line, the spark struck from their flintlocks lighted the flame of war through

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the American forests, while across the ocean, England and Prussia stood side by side against Europe. Begun in shame and disaster on both sides of the Atlantic, with the defeat of Braddock, the fall of Oswego, defeat at Fort Edward and Ticonderoga, the Seven Years' War opened with Frederick seemingly crushed at Kolin, Port Mahon lost to England disgraced in Hanover. These defeats, the result of incompetence, mal-administration, and favoritism, brought England to a despondency without parallel in her history, until the cry was heard, "We are no longer a nation."

Then the man arose for whom the time called. William Pitt, "the great commoner," loved by the people, though disliked by the king, and hated by the court, was asked to form a ministery. His sublime self-confidence found utterance in the words: "I am sure that I can save this country, and that no one else can!"— "England has long been in labor," exclaimed Frederick, "and at last she has brought forth a man!"

In the great reorganization which followed, Pitt turned his thoughts towards America. His liberal policy for the colonies was aimed to win their confidence, and thus secure their support. He proposed to procure for them immediate and permanent security against the French and their Indian allies, to encourage and to remunerate their liberality, and to protect their rights. The colonies responded to his call. Twenty-eight thousand men, of whom Massachusetts contributed one-forth, were brought into the field. On the other hand, the presence here of 22,000 regular British troops attested the hearty co-operation of the mother country. Governor Pownall wrote to Pitt that, in spite of the large expenditures of Massachusetts, the General Court had voted to borrow £78,000 for the approaching campaign, and that such was the spirit of the people that the subscription to the loan was filled in twelve hours. "This province," he adds, "ever did, ever will, and ever must, take the lead when a spirited measure is expected."

To command these men, Pitt discarded court favorites and senior officers He superseded Abercrombie, and called from Germany to the command of his eastern expedition Col. Jeffrey Amherst, with the rank of Major-General. The second in command was a young man, who had been at Dettingen and Fontenoy, who was a lieutenant-colonel at two and twenty, ambitious and conscious of his ability, who was, by one great act, to earn an immortality of fame,—James Wolfe.

Even before the declaration of the war which was to begin in disaster and end in permanent conquest, the English ministry had formed the plan of assailing the French in America on all sides at once, and of repelling them, by a bold and concerted action, from all their encroachments.

Let us for a moment consider the five objective points of this final struggle for the possession of the North American continent. They covered the whole territory controlled by France, and the campaign which now opened included, 1st, the capture of Fort Duquesne, which was the key to the region west of the Alleghanies; 2nd, Louisbourg and Acadia, which, in French hands, threatened New England, and controlled the fisheries of Newfoundland; 3rd, Crown Point and Ticonderoga, which controlled the route to Canada by way of Lake George and Lake Champlain, and offered a starting-point for French expeditions against New York and New England; 4th, Niagara, which lay on on theportage between Lake Erie and Ontario, and protected the great fur trade of the upper lakes the west; 5th, Quebec, the strongest fortification in Canada, which controlled the St. Lawrence and the eastern province of Canada.

The second expedition against Louisbourg was conducted on a larger scale than that whose modest equipment, but glorious result, this Society proposes to commemorate. The fleet commanded by Admiral Boscawen was composed of twenty-two ships of the line, eighteen frigates, a sloop, and two fire-ships, carrying in all 1,800 guns; 120 transports carried a train of artillery, and 500 American rangers and carpenters under command of Lieutenant-Colonel Meserve of New Hampshire, who had served in the first siege,—the British forces exceeding 12,000 men. The French garrison numbered 3,400 regulars and 700 militia. There were in the harbor fourteen French men-of-war, carrying 562 guns. The town was well supplied with provisions and military stores; the walls of the fortress were defended by 218 cannon and 18 mortars A landing was effected on the 18th of June, and in a month's time the investment was complete. The garrison made an obstinate defence. Several of the French men-of-war were sunk, to prevent the English ships from entering the harbor. When the siege ended, not one French ship had escaped destruction. The bombardment destroyed not only the fortifications, but most of the buildings of the citadel and the town on the morning of the 27th of July the cross of St. George waved for the second time over the fortress whose glory was ended, and which was soon to disappear from the pages of history.

The English obtained possession of 221 Cannon, 18 mortars, a great quantity of stores and provisions; nearly six thousand officers and men became prisoners of war; the inhabitants of the town were eventually sent to La Rochelle, in France. The army of Amherst went by way of Boston to join Abercrombie in Canada.

The Canadian writer Bourinot, in his work on Cape Breton, comparing the facts of the siege of 1758, with that of 1745. admits that Pepperell's success was the more remarkable of the. "In the one case," he says "a famous admir-

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al and experienced general were at the head of an army of 12,000 well-trained soldiers, and of a fleet of at least 50 war vessels, the noblest that ever appeared in American waters; with officers thoroughly trained in the use of artillery, and with a great store of all the machinery and munitions of war necessary to the reduction of a fortified town. In the other case, a relatively insignificant body of Men, without regular training, unskilled in siege operations, poorly provided with cannon, tents and stores, were led by men taken from the counting-house and farm. These colonial troops were supported by a few small vessels of their own, and by an English squardon, which did not exceed nine vessels at the close of the siege. If the operations of the two sieges are compared, it will be seen that Amherst and Wolfe followed closely, whenever possible, the same plan of attack that was adopted so successfully in 1845." Even Wolfe's brilliant movements were in accord with suggestions made to the British government by Samuel Waldo, one of the officers of Pepperell's expedition.

The second capture of Louisbourg was the first great success on this continent of the campaign commenced under the inspiration and genius of William Pitt. Again, as in 1745, the bells rang, cannon were fired, towns were illuminated from Maine to Virginia. In London, the colors captured at Louisbourg were placed in St. Paul's Cathedral amid the roar of cannon. In this country, all along the anxious line, from Lake George southwards, Englishmen breathed more freely as they saw the French power soon to be wiped out from the American continent. It was the turning point of the war in both hemisnheres. Every point on this side marked out by Pitt was gained.

The second expedition against Fort Duquesne, in which Washington led the attack, captured the post, which was to be called Pittsburgh, from the great "organizer of victory." The year after the capture of Louisbourg New York was extended to the Nirgara River. Crown point and Ticonderoga were occupied by the British. Wolfe followed up the victory of Louisbourg by the capture of Quebec, and with this great achivement the British flag waved from Cape Breton to the Mississippi. The five points originally sought for had been gained, and when the Peace of Paris was signed in 1763, all that was left of the vast possessions of France in the New World was two small islands south of New Foundland. To England she gave up her possessions cast, to Spain the country west of the Mississippi.

With the conclusion of this war began a new chapter in the annals of the world. To quote the late historican Green, "It is no exaggeration to say that three of the many victories of the Seven Years' War determined for ages to come the destinies of mankind. With that of Rossbach began the recreation of Germany; with that of Plassy the influence of Europe told for the first time since the days of Alexander on the nations of the East; with the triumph of Wolfe on the Heights of Abraham began the history of the United States of America." The triumph of Wolfe was made possible by the second siege of Louisbourg. Within a year after the capture of the fortress, a fleet twenty-two ships of the line and many frigates, with an army of nine thousand men, assembled in that port and made preparations for the conquest of Canada.

Louisbourg as a Fishing Centre.

REACHED BY C. A. & P. S.S. FROM BOSTON AND I. C. R. FROM HALIFAX.

The Dominion Coal Company having finished the construction of their line of railway from Bridgeport to Louisbourg, said Port is now connected with the railway system of Canada.

The secretary of state at Washington, in presenting the draft of a proposed treaty between Canada and the United States a few years ago, stated "that the day was not far distant when the Americans would have to make use of a Canadian port for outfitting vessels and drying their fish, as the American people were now demanding slack salted hard fish, which could only be procured by using a Canadian port, and vessels making short trips."

Nature has planted Louisbourg in the centre of the North American fishing grounds, and with railway and steamboat connections, it must eventually become the great distributing port of the fisheries of Canada and the United States.

Within twelve miles of Louisbourg are the fishing grounds of Mira Bay, Scateria, Main-a-dieu, Baleine, Little Lorraine, Big Lorraine, Kennington Cove, North Shore and Gabarus.

The value of fisheries in Cape Breton County for 1892 was $182,705.21, and the total value for the four counties, Cape Breton, Richmond, Iverness and Victoria, being $1,072,419.89. The great bulk of these fish were taken within ten or twelve miles of the shore, only 90 vessels with a total tonnage of 2,541 tons, or an average of about 28 tons a vessel, being employed. The ballance of the fish were taken in open boats, and it can readily be seen that the fish taken in these counties are what is generally known as shore fish.

For several years past the great bulk of fish taken by the bankers in spring

(Continued on page 11.)

THE NOVA SCOTIA SCHOOL
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ITS ADVANTAGES.

The hotel has been built and managed for special comfort and convenience of the travelling public.

On arrival each guest will be asked how he likes the situation, and if he says the hotel ought to be placed nearer the railroad depot, the location of the house will be immediately changed

Corner front rooms, up or down only one flight, for each guest.

Bath, gas, water closet, hot and cold water, telephone, type-writer (blonde or brunette to suit), laundry, telegraph, fire alarm, restaurant, barroom, coupe, billiard table, daily papers, sewing machine, grand piano, a clergyman, Mike Kelly's new book (Play Lacrosse), and all other conveniences in every room.

Meals every minute if desired, and consequently no second table.

English, French, Spanish, German, and Volapauk dictionaries furnished every guest, to make up such a bill of fare as he may desire without regard to the bill of fare afterwards at the office.

☞ Waiters of any nationality and color if desired. Every waiter furnished with a copy of NOVA SCOTIA ILLUSTRATED, button-hole bouquet, full dress, ball tablets, bath tickets, and his hair parted in the middle.

Every guest will have the best seat in the dining hall, and the best waiter in the house.

Children will be welcomed with delight, and are requested to bring hoopsticks, hawkeys and hatchets to bang the carved rosewood furniture, especially provided for that purpose, and peg tops to spin on the velvet carpets; they will be allowed to bang on the pianos at all hours, fall down stairs, carry away desert enough for a small family in their pockets at dinner, and make themselves as disagreeable as the fondest mother can desire.

Riding the bicycle, roller skating and washing allowed in rooms. Ladies giving an order to "put me on a flat iron," will be put on one any hour of the night.

A discreet waiter who belongs to the Masons, Odd Fellows, Sons of Malta, Knights of Pythias, Knights of Labor, Anarchists, Free Will Baptists, and Free Lovers, and was never known to tell the truth or time of day, has been employed to carry milk punches and hot gin to the ladies' rooms in the evening.

The office clerk has been carefully selected to please everybody, and can lead in prayer, play draw poker, whiskey poker, and casino, match worsted in the village store, shake for the drinks at any hour, day or night, guess at your age, weight or height, play billiards, a good waltzer, can lead the German, make a fourth at euchre, amuse the children, repeat the Bell Telephone trial from memory, is a good judge of horses, can vaccinate or Volapauk, and as a railroad or steamboat reference is far superior to Appleton's or anybody else's guide; will flirt with any young lady, and not mind being cut to death when "Pa comes down;" don't mind being damned any more than the Magog River; can room forty people in the best room in the house when the house is full; attend to the annunciator, telephone, and answer questions in Greek, Hebrew, Choctaw, Irish, or any polite language, at the same time without turning a hair.

Dogs allowed in any room in the house, including the w(h)ine room.

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- - INTERCOLONIAL RAI

GENERAL PASSENGER TIME TA

TRAINS TO AND FROM PICTOU, MULGRAVE AND SYDNEY.

READ UP. READ DOWN.

Express †	Pictou Accom †	Accom.	Accom.	Accom.	Freight †	Miles	STATIONS.	Express †	Express †	Freight.	Accom.	Accom.	Freight
20 25				Tuesdays, Thursdays and Saturdays.	16 10	0	A........Sydney........D.	4 15				Mondays, Wednesdays, Fridays.	7 00
20 02					15 30	11	....Leitche's Creek....	4 37					7 41
19 56					15 20	13	D..North Sydney Jct..A	4 43					7 50
19 30	5 00	8 10			14 50	0	A...North Sydney....D	5 05	19 35	15 00			8 15
19 20	4 45	7 55			14 35	5	D..North Sydney Jct..A	5 15	19 50	15 15			8 30
19 18					14 30	13	A..North Sydney Jct..D	5 18					8 35
*19 11	†	Mondays, Wednesdays, Fridays. ☞			*14 16	17	.....George's River.....	*5 26		Tuesdays, Thursdays, Saturdays ☞			*8 50
*18 58					*13 55	22	......Barrachois......	*5 38					*9 12
*18 47					*13 35	28	........Boisdale........	*5 49					*9 32
*18 29					*13 03	37	.......Shenacadie.......	*6 07					*10 15
18 11					12 30	45	D } Grand Narrows } A	6 25					
17 51							A } Grand Narrows } D	6 45					10 37
17 45					12 24	46	..........Iona..........	6 51					10 43
*17 33					*12 03	51	..McKinnon's Harbour.	*7 03					*11 04
*17 21					*11 42	57	..........Alba..........	*7 15					*11 26
17 09					*11 22	62	.......Orangedale.......	7 26					11 46
16 52					10 52	70	.....River Deny's......	7 43					12 17
16 36					10 23	77	....West Bay Road....	7 59					12 45
16 22					10 00	84	...MacIntyre's Lake...	8 13					13 11
*16 16					*9 48	87	......Mines Road......	*8 18					*13 22
*16 08					*9 35	90	......Hawkeshury......	*8 27					*13 35
16 05					9 30	91	D......Point Tupper......A	8 30					13 40
15 15	See that your Tickets for Quebec, Montreal & points West, read via "The Popular Route." Buffet Sleeping Car runs between Sydney & Point Tupper. Connection by Ferry between Mulgrave and Point Tupper.				15 55	92	A........Mulgrave........D	9 20	Buffet Sleeping Car runs between Pt. Tupper and Sydney. BERTH RATE—Sydney or North Sydney to Pt. Tupper—$1 for passengers going on board car at Sydney or North Sydney night before departure.				5 00
15 00					*15 33	98	....Cape Porcupine.....	*9 35					*5 25
14 50					15 17	102	...Harbor au Bouche...	9 45					5 40
*14 42					15 07	105	....Grosvenor Road....	*9 52					*5 51
*14 40					15 03	106	........Linwood........	*9 55					*5 55
*14 30					*14 50	110	.......Monastery.......	*10 03					*6 09
14 27					14 46	111	........Tracadie........	10 06					6 14
*14 16					14 30	115	..........Afton..........	*10 16					6 30
14 12					14 24	116	.....Bayfield Road.....	10 20					6 35
14 0[illegible]					14 15	119	......Heatherton.......	10 25					6 45
*14 00					14 07	121	........Pomquet........	*10 31					6 53
13 53					13 35	124	.....Taylor's Road.....	*10 39					*7 05
13 49					13 30	126	......South River......	10 43					7 12
13 35					13 10	131	......Antigonish.......	10 56					7 50
*13 22					*12 34	136	.....Brierly's Brook....	*11 09					*8 09
13 11					12 20	140	......James River......	11 19					8 24
*13 00					12 05	144	......Marshy Hope......	*11 29					8 39
*12 51					11 50	148	.....Barney's River.....	*11 39					8 55
12 46					11 44	150	........Avondale........	11 44					9 02
12 36					11 30	154	........Piedmont........	11 53					9 16
12 24					11 11	158	.......Merigomis.......	12 05					9 35
12 15					11 00	162	...West Merigomish...	12 15	†	†		†	9 48
*12 04					*10 44	166	........Woodburn........	*12 27					*10 24
11 50					10 25	172	D......New Glasgow......A	12 45	Exp.	Acc.			10 25
11 30	13 25		19 00		9 25	172	A......New Glasgow......D	13 00	11 00	20 35			11 40
11 20	13 15		18 50		9 15	174	D.......Stellarton.......A	13 10	11 10	20 45	†		11 50
	16 05	7 10				0	A..Pictou Landing...D			†	7 45	16 35	
	15 43	6 48		5 42		7	A.......Trenton.......D			5 42	8 07	16 57	
	15 40	6 45		5 38		8	D...New Glasgow...A		Acc.	5 46	8 10	17 00	
	21 10	6 40	17 55	5 38		172	A......New Glasgow......D		6 10	5 46		17 00	
	21 00	6 30	17 45	5 30		174	D.......Stellarton.......A		6 20	5 55		17 10	
12 04	22 00	7 05		†		0	A.........Pictou.........D	12 25	5 20			17 50	
12 00	21 54	7 00				2	.....Brown's Point.....	12 30	5 27			18 00	
*11 55	*21 47	*6 55				3	.......Lochbroom.......	*12 35	*5 33			*18 05	
*11 48	*21 37	*6 47				6	........Sylvester........	*12 42	*5 43			*18 15	
11 34	21 20	6 35				11	........Westville........	12 55	5 59			18 35	
11 [illegible]5	21 05	6 27				14	D.......Stellarton.......A	13 05	6 10			18 45	
11 1[illegible]	20 55	6 27	17 45		9 00	174	A.......Stellarton.......D	13 15	6 30	5 55		17 10	12 20
11 0[illegible]	20 45	6 18	17 36		8 45	178	...Ferrona Junction...	13 22	6 42	6 04		17 19	12 37
11 0[illegible]	20 39	6 12	17 30		8 27	179	........Hopewell........	*13 28	6 49	6 10		17 25	12 49
10 4[illegible]	20 20	†	†		8 0[illegible]	186	.......Glengarry.......	*13 42	7 10				14 00
*10 40	*20 12				*7 5[illegible]	189	.......Lansdowne.......	*13 49	*7 20				*14 12
10 30	19 59	Buffet Parlor Cars run between Halifax & Mulgrave			7 35	194	......West River......	14 00	7 35				14 30
					7 11	198	.......Campbell's.......						*14 46
10 12	19 36				6 5[illegible]	202	.......Riversdale.......	14 17	8 00				15 02
*10 0[illegible]	*19 2				*6 38	205	..........Union..........	*14 25	*8 12				*15 16
9 5[illegible]	19 11				*6 20	210	..........Valley..........	*14 35	8 26				15 32
9 4[illegible]	19 00				6 00	214	D.........Truro.........A	*14 45	8 40				15 50
7 20	16 00					276	D.........Halifax.........A	18 15	12 45				

* Trains stop only when signalled or when there are passengers to set down.
☞ Now and Elegant Buffet Parlor Cars run on Through Express trains between Halifax and Mulgrave.
¶ A Special Train will leave Pictou for Sellarton on arrival of Steamer from P.E. Island, connecting here with 13.40 train for Halifax.

OXFORD AND PICTOU BRANCH.

Miles.	STATIONS.	Accommodation. †	Accommodation. †
0	OXFORD JUNCTION........Lv.	13 58	4 20
3	Oxford	14 04	4 35
11	Conn's Mills	14 27	4 05
15	Pugwash Junction........Ar.	14 40	5 20
21	Pugwash..................Ar.	15 55	5 35
15	Pugwash Junction........Lv.	15 15	5 55
19	Hendersons	*15 28	*6 11
23	Wallace	15 38	6 22
27	Ross Road	*16 51	*6 38
35	Tatamagouche	16 15	7 06
42	Denmark	16 35	7 30
47	River John	17 52	7 50
55	Meadowville	17 17	8 16
60	Scotsburn	17 32	8 32
65	Scotch Hill	17 47	8 48
67	Brown's Point	17 55	8 55
69	PICTOU....................Ar.	18 05	9 00

Miles.	STATIONS.	Accommodation. †	Accommodation. †
0	PICTOU....................Lv.	6 55	12 10
2	Brown's Point	7 00	12 16
4	Scotch Hill	7 06	12 24
9	Scotsburn	7 18	12 40
14	Meadowville	7 30	12 58
22	River John	7 50	13 25
27	Denmark	8 04	13 44
34	Tatamagouche	8 22	14 08
42	Ross Road	8 43	*14 34
46	Wallace	*8 54	14 49
50	Hendersons	*9 03	*15 00
54	Pugwash Junction........Ar.	9 15	15 15
60	Pugwash..................Ar.	9 30	51 30
54	Pugwash Junction........Lv.	9 46	15 50
58	Conn's Mills	9 55	16 00
66	Oxford	10 14	16 20
69	OXFORD JUNCTION........Ar.	10 20	16 30

GOING WEST—Halifax to Truro, Picto[u] Point du Chene and St. John, N B.

READ UP.

St John and Montr'l Express †	St John Day Express †	Quebec and Montr'l Express †	Truro Accom †	Pictou Accom. †	Suburban †	Miles.	
19 25		"The Popular Route" for Canadian and United States travel is along shores Gulf of St. Lawrence & Baie des Chalcurs.					A....T
13 30							
8 20							
7 30		21 25					
15 50	18 30	24 00	10 30	8 30	14 45	0	A..St. J
	18 20		10 23	8 22	14 32	3	C
	*18 15		*10 20	*8 19	14 26	5	
	*18 11		*10 17	*8 15	14 21	6	
	*18 05		*10 13	*8 11	14 13	8	
*15 33	18 00	*23 35	10 09	8 07	14 06	9	
	17 53		*10 00	7 59	14 43	12	C
	*17 49			*7 54	*13 36	11	....M
	17 42	23 15	9 49	7 45	13 24	17	....Na
*15 08	17 30	23 00	9 35 (Runs Daily.)	7 28	13 00	22	
	17 21		*9 25	7 18	☞	27	I
	17 17		9 21	7 13		28	I
14 47	17 06		9 08	7 01		33	
	16 52		8 52	6 45	First-class Car Hampton to St. John.	40	
14 27	16 42	22 02	8 40	6 35		44	D...Su
							A...
			*8 33	Sussex Express		47	....P
	16 25		8 24			51	....H
	16 03		*8 02			61	....A
*13 48	15 51	21 01	7 51			67	....P
	*15 40		*7 40			72	....Po
*13 32	15 29	20 35	7 30			76	
	*15 22		*7 23			79	....Bou
13 10	15 00	20 00	7 00			89	D...Mon
13 05	14 50		6 40	10 10			A...
	*14 45		*6 34	*10 08		92	....H
		Accom	6 20	9 51		97	D..Pain
12 45			6 15		9 50	0	A..Pain
*12 32			*6 00		*9 37	5	....Dor
12 20			5 45		9 25	9	
12 15			5 25		9 15	12	D...Pt
		19 25	Accom. to Monct'n Express to St. John		Connects with Day Express St. John to Halifax ☞	97	
12 48	14 33	*19 12		9 51		102	A..Pain
	14 20			*9 35		104	....Mea
	*14 15			*9 28		109	C
*12 27	*14 03	*18 48		9 13		111	....He
	13 58	*18 44		9 07		113	....Col
	*13 51			8 58		116	
12 12	*13 43	18 33		8 48		128	....D
11 49	13 15	18 11		8 06		131	....S
	13 05	*17 55		7 44		137	
11 29	12 50	17 42		7 22		142	D
	12 30						A
	12 21	*17 33		7 08		145	
*11 13	12 13	*17 25		6 56		149	
	12 07			6 44		153	
10 55	11 55	17 05		6 25		161	....Sp
	11 37			Sp Hill & Monct'n Accom		165	....Su
	11 28					167	....Ri
10 24	11 23	*16 33				171	....Oxfo
	11 14			See Pictou Branch.		179	....T
10 02	10 58					180	....G
	10 55	*16 05				185	....W
	10 45					189	....W
	10 35					197	I
9 25	10 18	15 29				200	....Lo
	10 10					203	....Ea
	10 05	15 16				206	
	9 58						
8 50	9 40	14 55				214	D....Tr
8 45	9 30	14 35	16 35	18 45		218	A....
	*9 20		*16 20	*18 34		222	
8 32	9 12		16 09	18 25		226	....B
	*9 02		*15 37	18 13		231	
*8 15	8 54	*13 57	15 23	18 03		235	....St
8 07	8 45	13 47	15 14	17 53		239	....Sh
	8 37		15 02	17 43		245	I
	8 25		14 42	17 29		248	....E
	8 19		14 34	17 23		251	
				17 16		252	....Sa
	*8 12		*14 23	*17 05		254	C
	*8 10		*14 19	*17 02		262	....Gr
	*8 06		*14 14	*16 56		264	....W
	7 51	12 52	13 51	16 37		266	...Winds
			*13 43	*16 27		267	....Ro
7 13						271	Li
	7 40		13 34	16 20	17 50	274	I
	7 30	..	13 19	16 09	17 36	275	....Ro
				*16 03	17 28		....R
6 50	7 20	12 20	13 05	16 00	17 25		D....

0 8.45 Train from Toronto, daily, Sunday excepted. 16.40 Saturday excepted.

* * Makes connection at Moncton with Through Express to Montreal on Sundays. Through Buffet Sleeping Car from

"The Popular Route" For travel between the Lower Chaleurs.

Intercolonial Railw

DALHOUSIE BRANCH.—Passengers to and from Dalhou Dalhousie at 24.20 o'clock connects at Dalhousie Junction John and Halifax; at 5.45 with Accommodation from Campb Campbellton.

Local Train leaving Dalhousie Junction for Dalhousie St. John and Halifax, and with Through Express from Moncton

INDIANTOWN BRANCH.—A train leaves Indiantown daily Indiantown at 15.05 o'clock. These trains connect with Acco

TRAINS VIA CHAUDIERE JUNCTION.—No. 49 train, leaving Junction, and No. 50 train, leaving Levis station at 7.55, will between Levis and St. Charles, via Chaudiere, will take these

ILWAY OF CANADA - -

ABLE, in Effect OCTOBER 7, 1895.

ctou,

GOING EAST—St. John to Point du Chene, Truro, Pictou and Halifax.

READ DOWN.

STATIONS.	Halifax Day Express †	Montr'l and Halifax Express †	Quebec and Montr'l Express †**	Sussex Express †	Freight. †	Freight †
..Toronto (C.P.R.).....D	....	8 45	....	....	....	....
.....Ottawa........	....	16 40	....	....	....	....
.....Moutreal........	....	20 40	....	....	....	....
.....Boston........	....	19 00	....	....	....	8 00
t. John (Dining Room)..D	7 00	13 50	16 30	16 40	11 00	22 10
...Coldbrook........	7 08	....	....	16 48	11 25	*22 22
....Brockville........	*7 11	....	....	*16 51	*11 33	*22 27
... Torryburn........	*7 15	....	....	*16 54	*11 40	*22 32
....Riverside........	*7 19	....	....	*16 58	*11 51	*22 38
....Rothesay........	7 23	14 06	*16 47	17 00	12 00	22 44
...Quispamsis........	7 32	....	....	17 07	12 12	*22 56
..Model Farm........	*7 36	....	....	*17 11	*12 19	*23 03
.Nauwigewauk.....	7 45	....	....	17 17	12 30	23 15
....Hampton........	7 56	14 29	17 13	17 30	12 50	23 30
...Passekeag........	8 04	....	17 21	17 40		
...Bloomfield........	8 07	....	....	17 45		
.....Norton........	8 17	14 47	....	17 58		
...Apohaqui........	8 30	....	*17 47	18 14		
Sussex dining....A	....	....	....	18 25		
Sussex room ....D	8 40	15 08	17 57	....		
. Plumweseep........	....	....	*18 03	....		
..Penobsquis........	8 56	....	*18 17	....		
..Anagance........	9 17	....	*18 31	....		
..Petitcodiac........	9 30	15 51	18 42	Point du Chene Accom.		
.Pollet River.....	*9 40	....	*18 52			
...Salisbury........	9 51	16 08	19 02			
Boundary Creek....	*9 59	....	*19 08			
Moncton dining....A	10 20	16 35	19 30			
Moncton room ....D	10 25	16 40	6 50	†20 15		
. Humphreys........	*10 31	....	....	*20 20		
Painsec Junction..A	10 42	16 57	....	20 35	....	
Painsec Junction..D	10 45	....	....	20 40	....	14 40
Dorchester Road....	*11 03	....	....	*20 56	....	*14 57
....Shediac........	11 18	....	....	21 20	....	15 15
.Pt. Du Chene....A	11 25	....	....	21 30	....	15 25
...Moncton........	....	....	....			
Painsec Junction..D	....	16 57	....			
Meadow Brook.....	*10 53	*17 09	....			
...Calhouns........	*10 58	*17 15	....			
Memramcook......	11 08	17 26	*7 28			
College Bridge......	*11 12	*17 30	*7 33			
...Rockland........	*11 18	*17 37	....			
.Dorchester........	11 25	16 44	7 43			
..Sackville........	11 55	18 11	8 06			
....Aulac........	12 05	*18 20	....			
Amherst dining..A	12 20	....	....			
Amherst room ..D	12 40	18 35	8 26			
..Nappan........	12 50	*18 45	*8 35			
...Maccan........	12 58	*18 53	*8 42			
.....Athol........	13 07	*19 02	....			
..Spring Hill........	13 25	19 20	9 05			
.Salt Springs........	13 40	*19 33	*9 20			
.River Philip........	13 48	....	....			
Oxford Junction....	13 53	*19 46	*9 34			
...Thomson........	14 05	*19 54	*9 45			
..Greenville........	14 22	*20 08	10 02			
Westchester........	14 25	....	....			
Wentworth........	14 35	....	*10 18			
...Folleigh........	14 45	....	10 35			
Londonderry........	15 02	20 45	10 49			
.East Mines........	15 10	....	....			
...Dobert........	15 16	....	*11 00			
...Belmont........	15 23	....	....			
Truro dining.....A	15 40	21 20	11 30			
Truro room .....D	15 50	21 30	11 35	Truro Accom.	Pictou Accom.	
....Hilden........	*16 00	....	....	5 10	9 30	
..Brookfield........	16 09	....	....	*5 20	*9 43	
....Alton........	*16 20	....	....	5 29	9 53	
..Stewiacke........	16 30	*21 59	....	*5 40	*10 07	
Shubenacadie.....	16 40	22 06	12 10	5 50	10 19	
...Milford........	16 50	....		6 01	10 32	
..Elmsdale........	17 04	....	...	6 10	10 43	
... Enfield........	17 10	....	....	6 25	11 00	
Sandy Cove........	....	....	....	6 31	11 07	
.. Oakfield........	*17 18	....	....	*6 40	*11 16	
.Grand Lake........	*17 21	....	....	*6 43	*11 19	
.Wellington........	*17 25	....	....	*6 47	11 24	
Windsor Junction...	17 42	22 49	12 52	7 04	11 50	
Rocky Lake........	....	....	....	*7 11	*11 58	
..Lily Lake........	....	....	....	7 13	....	
...Bedford........	17 55	*22 59	*13 07	7 18	12 06	
Rockingham........	18 05	....	*13 19	7 30	12 19	
..Richmond........	....	....	....	*7 41	12 32	
....Halifax.........A	18 15	22 20	13 30	7 45	12 35	

First Class Car St. John to Hampton.

First Class Car St. John to Hampton.

Runs Sunday but not Monday.

A Sleeping Car will be attached to the Express Train leaving St. John at 16.30 o'clock for Moncton, returning will leave Moncton for St. John on Accommodation Train at 20.00 o'clock. Seat Fare (either direction) 45 cents. Berth Fare, Moncton to St. John, with privilege of occupying car till morning, $1.00.

Connecting with Day Express from Halifax.

Through Fares from Intercolonial Railway points East of St. John to Montreal and points West are as low via Levis as via St. John and competing lines.

.40 Train from Ottawa, daily. 20.40 Train from Montreal, daily,

ess for Quebec and Montreal. Saturday nights' train runs through
om St. John to Quebec.

er Provinces is along the Gulf of St. Lawrence and Baie des

lway Branch Trains.

housie change cars at Dalhousie Junction. Local train leaving
on with Through Express Trains for Quebec and Montreal, St.
mpbellton for Moncton; at 18.55 with with Accommodation for

sie at 1.00 o'clock connects with Through Express Train from
m Montreal and Quebec; at 16.15 with Accommodation from

aily at 9.15 o'clock, for Newcastle, returning leaves Newcastle for
ccommodation trains for Moncton and Campbellton.
ing Riviere du Loup at 8.50 o'clock, will run to Levis via Chaudiere
ill run to Riviere du Loup via Chaudiere. Passengers to stations
hese trains.

Trains from Halifax & St. John for Montreal & Quebec — READ UP. | Trains from Montreal & Quebec for St John & Halifax — READ DOWN.

Quebec and Montr'l Express	Accom.	Day Freight	Night Freight.	Miles.	STATIONS.	St John & Halif'x Express	Accom	Accom	Night Freight
7 10	Canadian, European Mail via Halifax.				A......Toronto C.P......D	21 00	Allan and Dominion Line Steamers between Quebec, Rimouski and Liverpool.		
7 15					A...Toronto G.T.R....D	20 40			
12 30					A..Ottawa Can. Atl..D	18 30			
1 15					A.. " Can. Pac..D	4 05			
21 00					.... Montreal, C.P.	7 50			
22 25					D.. " G.T......	8 10			
20 00	....	....	....		.... " C.P.	14 05			
18 50	....	....	....		A.. " G.T.	15 00			
13 10	....	....	....		....Quebec Can. Pac...	....			
11 55	....	....	....		D.....Levis G.T.R......A	....			
....	....By	Ferry.	....	0	.........Quebec.........	‖ † By	Ferry †	†	
11 30	13 15	5 30	..	0	A.........Levis.........D	14 30	7 50	17 00	
....	*13 04	*5 19	....	2	......St. Joseph........	....	....	*17 10	
....	12 59	5 13	....	5	...Harlaka Junction....	*14 41	8 01	17 16	
*10 55	12 40	4 50	....	14	..St. Charles Junction	*15 00	8 30	17 50	
....	*12 14	*4 15	....	20	........St. Michel........	....	*8 43	*18 12	
....	12 05	4 03	....	24	........St. Valier........	....	8 51	18 25	
....	11 51	3 45	....	29	......St. Francois......	....	9 02	18 44	
....	11 43	3 33	....	32	...... .St. Pierre......	....	9 09	18 55	
10 18	11 30	3 15	....	37	.......Montmagny	15 38	9 20	19 13	
....	11 07	2 51	....	44	.....Cape St. Ignace....	....	9 34	19 38	
....	*10 56	*2 40	....	47	.....L'Anse a Gile......	....	*9 40	*19 49	
....	10 45	2 27	....	50	..........L'Islet.	*16 00	9 57	20 02	
....	*10 30	*2 12	....	54	.....Trois Saumons.....	....	*10 08	*20 17	
*9 44	10 17	1 57	....	59	...St. Jean Port Joli...	*16 15	10 17	20 33	
....	*10 03	*1 44	....	62	.......Elgin Road........	....	*10 30	*20 46	
....	9 50	1 29	....	66	.......Ste. Louise........	....	10 42	21 01	
9 20	9 01	1 02	....	74	........Ste Anne	16 40	11 05	21 29	
....	8 46	24 40	....	80	.....Riviere Ouelle......	....	11 25	21 50	
....	8 37	24 26	....	84	..St. Philippe de Neri ..	....	11 38	22 05	
8 53	8 23	24 05	....	89	.......St. Paschal.......	17 07	11 57	22 26	
....	8 09	23 41	....	95	......Ste. Helene.......	....	12 15	22 46	
....	8 01	23 30	....	98	........St. Andre........	....	12 26	23 00	
....	7 49	23 15	....	103	.....St. Alexandre......	....	12 42	23 15	
....	7 35	22 53	....	109	.....Old Lake Road.....	....	13 00	23 38	
8 10	7 20	22 30	....	115	D } ..Riviere du Loup..{ A	17 50	13 20	24 00	
8 00	7 10	18 30	....		A } { D	18 00	13 40	6 15	
....	6 53	18 10	......	120	........Cacouna	....	13 54	6 40	
....	6 47	17 46	......	122	........St. Arsene........	....	14 01	6 47	
7 27	6 23	17 02	....	131	........Isle Verte........	18 30	14 25	7 27	
....	6 10	16 39	....	135	........St. Eloie........	....	14 37	7 45	
7 05	5 51	16 05	....	142	D } Trois Pistoles..Din } A	18 50	....	....	
6 50	....	....	....		A } Rm } D	19 10	14 56	8 08	
....	5 27	15 20	......	151	........St. Simon........	....	15 20	8 40	
....	4 59	14 45	......	160	........St. Fabien........	....	15 48	9 15	
*5 53	4 32	14 11	......	170	...........Bic...........	*20 04	16 15	9 48	
....	*4 14	*13 48	......	176	.......Sacre Cœur.......	....	*16 33	*10 11	
5 32	4 02	13 33	......	180	.........Rimouski.........	20 20	16 45	10 26	
....	3 49	13 17	......	185	St. Anaclet and Father Point........	....	16 58	11 43	
....	3 34	12 58	......	190	........Ste. Luce........	....	17 13	11 02	
4 55	3 10	12 30	......	198	D } ....Ste. Flavie ... { A	21 00	17 35	11 30	
4 50	3 00	12 00	......		A } { D	21 05	17 45	12 00	
....	2 45	11 43	......	203	.......St. Octave........	....	17 59	12 20	
*4 32	2 34	11 28	......	207	...... Little Metis.......	*21 23	18 10	12 35	
....	....	11 12	......	212	.... Kompt..........	....	....	*12 52	
....	1 57	*10 42	......	220	........St. Moise........	....	18 45	13 22	
....	1 35	10 15	......	227	..........Sayabec.........	....	19 05	13 50	
*3 38	1 15	9 52	......	234	.......Cedar Hall.......	*22 15	19 23	14 14	
*3 22	24 51	9 23	......	242	.... Amqui..........	*22 31	19 46	14 44	
....	....	*8 55	......	250	......Salmon Lake......	....	....	*15 12	
*7 57	24 11	8 35	......	256	.......Causapscal........	....	20 24	15 34	
....	....	*8 12	......	262	.... Pleasant Beach.....	....	....	*15 58	
....	23 23	7 47	......	269	... Assametquaghan.....	....	21 01	16 23	
....	22 35	7 07	......	281	......Mill Stream........	....	21 32	17 05	
*1 46	22 00	6 30	......	290	.... Metapedia........	*24 06	22 00	17 42	
....	21 48	6 20	......	294	.......Flat Lands........	....	22 10	17 53	
....	21 33	6 01	......	298	.... Moffat's........	....	22 22	18 10	
1 20	21 15	5 45	......	303	D } ....Campbellton....{ A	24 30	22 40	18 30	19 00
1 10	20 00	18 50	8 30		A } { D	24 40	5 45	6 45	
24 56	19 31	....	....	312	D ..Dalhousie Junct..A	24 56	6 10	7 20	19 31
24 40	19 15	......	....	0	A...Dalhousie Junction...D	1 00	6 15	......	19 40
24 20	18 55	......	....	7	D......Dalhousie.......A	1 20	6 35	......	20 00
....	....	....	....		....	....	....	....	....
24 56	19 31	18 20	7 58	312	A...Dalhousie Junc...D	24 56	6 10	7 25	19 31
....	19 20	18 07	7 41	316	........Eel River........	....	6 21	7 41	19 45
....	19 03	17 48	7 18	322	....Charlo........	....	6 37	8 04	20 07
*24 29	18 50	17 29	6 54	328	........New Mills........	*1 26	6 51	8 26	20 27
....	*18 35	17 06	6 32	334	.....Nash's Creek........	....	7 11	8 51	20 48
*24 12	18 25	16 56	6 20	338	.....Jacquet River	*1 44	7 20	9 06	21 00
....	18 02	16 26	5 50	346	........Belledune........	....	7 44	9 41	21 32
....	17 41	16 00	5 20	355	......Petit Roche........	....	8 05	10 13	22 00
23 17	17 10	15 20	4 42	366	...... Bathurst.........	2 38	8 35	11 05	22 40
....	16 57	14 52	4 25	371	.Gloucester Junction..	....	8 49	11 25	23 13
....	16 36	14 24	3 57	379	........Red Pine........	....	9 10	11 51	23 40
....	16 10	13 49	3 21	389	........Bartibogue........	....	9 36	12 30	24 15
....	15 40	13 12	2 28	401	.....Beaver Brook........	....	10 06	13 12	24 52
21 45	15 15	12 30	1 55	410	.......Newcastle........	4 05	10 45	14 10	1 40
21 51	14 44	11 45	1 22	414	.... Derby Junction.....	4 12	10 58	14 25	1 52
22 05	14 35	11 35	1 13	416	...Chatham Junction...	4 18	11 08	14 45	3 00
....	14 24	10 55	1 00	420	.... Barnaby River.....	....	11 18	15 00	2 12
*21 19	13 47	10 15	24 20	432	...... Rogersville.......	*4 47	11 52	15 39	2 52
....	13 13	9 35	23 40	443	.....Kent Junction	....	12 22	16 15	3 29
20 46	12 45	9 00	23 09	452	...... .Harcourt.........	5 23	13 05	16 45	3 58
....	*12 07	8 55	*22 49	457	.......Adamsville........	....	*13 20	17 05	*4 17
....	11 56	*8 33	22 35	461	......Coal Branch........	....	13 30	*17 17	4 29
....	11 29	8 20	22 05	469	........Canaan........	....	13 52	*17 46	4 57
....	10 52	7 49	21 25	481	......Berry's Mills........	....	14 23	18 26	5 36
19 45	10 30	7 05	21 00	488	..Moncton (Din. R'm)..	6 30	14 40	18 50	6 00
16 30	10 20	6 40	....	0	A...... Moncton. ......D	§7 00	†15 00	†20 00	....
19 30	7 00	....	....	577	D..St. Johns (Din. R'm)..A	10 30	18 30	24 00	....

Runs Daily.

Leaves Sunday but not Saturday.

Day Freight.

* Trains stop only when signalled or when there are passengers to set down.
‖ Runs through to St. John and Halifax Sundays.
§ Daily.
† Daily except Sunday.

J. H. KENT,

DEALER IN

Fine Boots and Shoes

HATS AND CAPS,

English, American and domestic make.

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Truro, Nova Scotia.

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Pure Drugs, Medicines,

Etc., to

R. C. FULLER & CO.'S Drug Store,

AMHERST, N. S.

All Goods delivered at Railway Station.

The latest thing in hats—Heads.

A tender chord—the engineer's bell rope.

I wonder how it is that so few women stutter when they talk.
They haven't time.

Said a little boy who, during a visit to Florida, was obliged to drink condensed milk: Mamma, I just wish that condensed cow would die.

Mebbe you air right, said the Missouri gentleman, mebbe you air right in callin' Kaintucky God's country, but all I got to say is that he has let it out toe a purty pore set of renters.

David was only about five years old, but he was very anxious to be a man. One day when he had been thinking about the matter he came to his mamma and said: Oh mamma I wish I had a vest and a bald head.

A little girl was overheard talking to her doll, whose arm had come off, exposing the sawdust stuffing: You dear, good obedient dolly. I knew I had told you to chew your food fine, but I didn't think you would chew it so fine as that.

Do you know the value of an oath? asked the judge of an old darky who was to be the next witness. Yes, sah, I does. One ob dese yeah lawyers done gib me foah dollars to swear to suffin. Dat's de value of an oath. Foah dollars, sah. And then there was consternation in the court room.

Are you aware, sir, said an irate nobleman in Yorkshire to a farmer whom he thought wanting in proper respect; are you aware, sir, that my ancestors came over with the Conqueror? And if they did, replied the farmer, I reckon they found mine when they comed.

Mrs. Newriche (patronizingly): Were any of your ancestors men of note, Mr. Cynic?

Mr. C: Yes madam, I should say so. One of them was the most famous admiral of his day, and commanded the allied forces of the world.

Mrs. N. (with altered tone of deep respect): Is it possible, Mr. C., and what was his name?

Noah, madam.

Currie's Business College, 198 UNION ST., opp. Opera House, ST. JOHN, N.B. The new patented system of Actual Business Practice and Practical Book keeping used in this institution, carried off all the medals and diplomas at the International mid-winter Exposition held in San Francisco, as being the best system of teaching business and the science of accounts now in use.

R. W. McCARTY, DRUGGIST AND APOTHECARY, 185 UNION STREET, ST. JOHN, NEW BRUNSWICK. PHYSICIANS' PRESCRIPTIONS, FAMILY RECIPES, AND HERBAL REMEDIES Accurately Prepared by

FUN AMONG THE POETS.

Seme years since David Baker, a distinguished poet in the state of Maine, after the birth of his child, wrote and published the following pretty poem :

One night as old St. Peter slept, he left the doors of heaven ajar,
When through a little angel crept and came down with a falling star.

One summer as the blessed beams of morn approached, my blushing bride
Awakened from some pleasing dreams and found that angel by her side.

God grant but this—I ask no more—that when he leaves this world of pain
He'll wing his ways to that bright shore, and find the road to heaven again.

John G. Saxe, not to be outdone, and deeming that injustice had been done to old St. Peter, wrote the following as

ST. PETER'S REPLY.

Full eighteen hundred years or more I've kept my gate securely fast ;
There has no little angel strayed, nor recreant through the portal passed.

I did not sleep as you supposed nor left the doors of heaven ajar,
Nor has a "little angel" left and gone down with a falling star.

Go ask that blushing bride and see if she don't frankly own and say
That when she found that angel babe she found it in the good old way.

God grant but this—I ask no more—That should your number still enlarge
You will not do as done before, and lay it to old St. Peter's charge.

The Precautionary Instructions of a Grandmother.

"Now, Jennie," said the old lady as she kissed her granddaughter good-bye in a western-bound train, "be sure and take care of yourself. You'll sleep at a Buffalo Hotel to night : air well your sheets and bedclothes ; lock the door and look under the bed ; don't blow the gas out, but screw it down ; hang your hair where you can find it easy ; there's a roll of flannel in your portmanty for yore pore feet, which always is so dreadful cold ; it won't matter much you having no toothbrush ; but for the Lord's sake don't put your front teeth in a glass of water. When poor Mirandy Green went to Buffalo she did, and next morning they were froze into a solid block ; sure's your life, Jennie, I—"

But just at this moment the conductor cried "All Aboard !" and the old lady, to the young one's intense gratification, beat a hasty retreat.

The Wealth of the Vanderbilts.

Mr. Vanderbilt was worth $200,000,000. If this sum were in standard silver dollars it would present such features as this :

Put lengthwise, dollar after dollar, it would stretch a distance of 4,672 miles, making a silver streak from New York across the ocean to Liverpool.

Piled up, dollar on dollar, it would reach a height of 355 miles.

Laid flat on the ground, the dollars would cover a space of nearly 60 acres.

The weight of this mass of silver would be 7,160 tons.

J. D. DENNIS & CO.,

—THE—

LEADING DRY GOODS MEN . . . .

. . . . OF WESTERN NOVA SCOTIA.

Special attention given to

FUR GARMENTS, CORSETS,
DRESS FABRICS, LACES,
COSTUME CLOTHS, GLOVES,
MANTLES, MILLINERY,
SILKS, SATINS, VELVETS.

. . . GET A PAIR . . .

Of our Cuir de Russie Gloves,

The Best in the World.

VISITORS SAY THIS IS THE FINEST DRY GOODS STORE IN THE PROVINCE.

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Princess Block, YARMOUTH, N.S.

McCallum's Compound

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ADVERTISE THEMSELVES.

Ladies and Gentlemen use them with splendid results. Natural weaknesses, Sciatica, Insomnia, Mental Trouble, and kindred complaints yield to salutary remedial power of these Tablets. They demonstrate their own great power. USE THEM. Price, large size, $1.00. Three Boxes, $2.50. Carefully packed and forwarded by mail. Orders solicited. A. J. McCALLUM, Yarmouth, N.S.

QUEEN HOTEL,

YARMOUTH, N.S

-o——o-

THE LARGEST AND MOST COMPLETE Hotel in Western Nova Scotia. This Hotel, in point of location, surpasses all other hotels in town. Facing the south, with its light, airy rooms and plenty of sunshine, gives it a prominence excelled by none in the town. In this Hotel are a number of fine Sample Rooms. Bath Rooms with hot and cold water. In fact, all the modern conveniences found in a first-class hotel.

• • VISITORS TO THE TOWN • •

Will do well to give this house a call.

Hacks always in waiting at all Steamers and Trains. Special inducements to Commercial Travellers.

E. M. NICHOLS, Proprietor.

DAVISON'S Coach Line.

YARMOUTH AND BARRINGTON.

COACHES of the Line leave Yarmouth for Argyle, Pubnico, and Barrington on arrival of Steamer from Boston. Also every evening (Sundays excepted) after arrival of train from Annapolis. RETURNING—Coach leaves Barrington at 8 o'clock a.m., connecting with Steamer for Boston. Also every Evening after arrival of mail Coach from Shelburne, connecting with train following morning. SPECIAL TEAMS for any point on the route at reasonable rates.

For further information, apply to

JAS. FROST & SONS.

PROPRIETORS, YARMOUTH, N.S.

J. Melbourne Trefry,

BOARDING AND

LIVERY : STABLES

Hawthorn St., YARMOUTH, N.S.

Teams furnished at short notice, and competent drivers sent when necessary. Orders for Trains and Steamers carefully attended to.

Prices moderate. Telephone connection.

HARRY F. WEDDLETON,

SAILMAKER.

Yacht and Boat Sails a Specialty. Sail and Row Boats fitted complete for Fishing parties. Awnings. Tents for Sale and to Let.

STEAMBOAT WHARF, YARMOUTH, N.S.

fall has also been taken off the coast chiefly off Cape Breton Island, Misaine, Scaterie and Cape North banks being their chief fishing grounds.

Vessels outfitting at Louisbourg can make at longest three or four weeks' voyages to any of the fishing grounds, thus landing their fish before they are over salted; and instead of having to smoke three or four months' voyages as they do at present from western Nova Scotia ports and Gloucester. Owners would know what their vessels were doing, fish would be sold at a better price and a saving in weight, and they would have the use of their money months before the Western and Gloucester vessels get home.

The mackerel taken on the coast of Cape Breton (which in the immediate neighborhood of Louisbourg in 1893, was about two thousand barrels salted, could be shipped fresh by steamers trading between Louisbourg and Boston.

The codfish and haddock cured at the various Cape Breton fishing ports generally command the highest price in the Halifax markets, particularly Gabarus fish, but many of the harbors being so close on the Atlantic, the fog naturally interferes with the drying. This difficulty can be be overcome by using "Whitman's Patent Process for Artifical Drying," which is pronounced by competent authorities to be good.

A large refrigerator establishment at Louisbourg and stored with Fortuno and Placentia Bay herring would guarantee fishing vessels bait at seasons of the year when bait is not procurable or would give vessels bait at all seasons without delay. It being the nearest port to Newfoundland and the port from which the American fleet invariably take their final departure when on salt and frozen herring trips, vessels could make two or three trips during the winter with frozen herring.

The herring caught in June and July on the south coast of Cape Breton are prime fish—the largest and fattest known—but as a general rule they are improperly cured, fishermen either leave them in their boats several hours till they are sunburnt, or slack salt them. If these fish could be bought from fishermen immediately after they are taken out of the nets, and properly dressed and salted, they would command at least one dollar per barrel more than at present, and would give consumers an excellent article of diet. This could be pone at small cost by having a boat at the different harbors during the herring season (from the tenth of June till last of July,) follow the fishermen to their nets and buy at once, and then attend to the proper curing before the fish gets soft or sun affects them.

Any quantity of ice can be stored at Louisbourg at a cost of fifty cents per ton.

A company undertaking a general fish business at Louisbourg, and having it economically managed, would pay a good dividend to its shareholders.

IT MADE A DIFFERENCE.

One year ago to-day, Mr. De Smythe, said a young man who had just entered the private office of a bank president, I asked you to consent to my marrying your daughter. You refused me with scorn, and terminated the interview with your boot. I came here to-day sir, to repeat the request.

And I tell you now, as I told you then, Mr. Gubbins, that I will not permit my daughter to wed a bookkeeper, whose only income is a salary of $1,500 a year.

That's where you are mistaken, Mr. De Smythe, responded the suitor proudly, while a triumphant smile illuminated his countenance; I have been for ten months past a conductor on the Jonestown and Smithville Railroad. By energy and close attention to my opportunities, I have purchased a $50,000 brown-stone mansion on Madison avenue. Here is the deed sir, which I will transfer to your daughter, on the day that she becomes my wife.

Pardon me for my abruptness, my dear boy, replied the financial magnate, with emotion ; I shall be proud and happy to be the father-in-law of a man of your sagacity and business ability. You can have my daughter, Mr. Gubbins, with all my heart. By the way, as you will probably own the whole road in a year or two, I desire to apply for a position as conductor myself when that time comes, as good things like that should not be allowed to go out of the family.

I shall do as you wish, sir, was the magnanimous reply, and in the mean time should you need a hundred thousand or so to make up any deficiency in the cashier's accounts, don't hesitate to call on me, and I'll fix things for you.

It is better, piously soliloquised the president after Gubbins had departed with his blessing, for the father that hath a daughter who weddeth a railway conductor, than to be the sole owner of a Colorado silver mine.

Chemists are seldom hen-pecked husbands. They have too much experience with retorts.

A good name may be better than great riches, but most people would prefer to have the great riches to start with, and take their chances of getting the good name.

Census Enumerator.—How many in family, Mr. Quiver? Mr Quiver—Call again in an hour or two and nurse will be able to tell you the correct number.

THOMSON & CO.,

Druggists and Stationers

Yarmouth and Annapolis.

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SOUVENIR GOODS, FISHING TACKLE,
Latest Novels, Magazines, and Daily Papers,
CHOICE CIGARS.

FOR THE LATEST NOVELS OR MAGAZINES

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Opposite Post-office, Yarmouth, N.S.

C. C. RICHARDS & CO.

Druggists,

Yarmouth, N. S.

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The Finest Shoes at the LOWEST PRICE

CAN BE HAD AT

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AMERICAN SHOE STORE

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ASK THE STEWARDS FOR

Cigars **L.-J.-R.** Cigars

When you are in Nova Scotia seek the same brand. They are the best Ten Cent Cigars in the market. Straight Havana Filler, hand made.

THE L.J.R. CIGAR FACTORY,

Brown St., Yarmouth, N.S. L. J. Roy, Prop.

MANY of the Views in this Paper were taken by PARKER, the famous Photographer. When in Yarmouth, N.S., do not fail to visit his Studio. Studio Block, 297 MAIN STREET. His Portraits fairly talk.

DR. THOMSON, DENTIST, GRADUATE Philadelphia Dental College

OFFICES—

YARMOUTH AND ANNAPOLIS.

THE HOUSEKEEPERS' FRIEND

Savonilla Soap

COMPOUND

LIGHTENS LABOR.

Four lb. Packages, 25c. 2 lb. Packages, 15c.
Sold by Grocers everywhere.

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Asbestos Co., Yarmouth, N.S.

MOORE & JOHNSTON,

IMPORTERS AND DEALERS

HEAVY AND SHELF HARDWARE

Fishing Tackle, Sporting Goods, Farming Implements, Garden Tools, Glass, Paints, Oils, Brushes, Woodenware, Cutlery, Rope, Wire Fencing.

P. O. Box 61. SYDNEY, C.B. Telephone 31

QUEBEC CENTRAL RAILWAY.

TIME TABLE IN EFFECT MONDAY, OCTOBER 14th, 1895.

GOING SOUTH—READ DOWN. GOING NORTH—READ UP

No. 12 Mixed.	No. 10 Accom.	No. 8 Mixed.	No. 6 Wy.-Ft.	No. 2 Express.	Miles.	STATIONS.	No. 1 Express	No. 5 Wy.-Ft.	No. 7 Mixed.	No. 8 Accom.	No. 11 Mixed.
......	11 00	12 30	......	1 30		Lv...Quebec (ferry)...Ar	2 00	......	10 30	9 30	......
......	11 30	1 10	......	2 00		.... Levis	1 55	......	10 15	9 20	......
......	11 50	1 43	......	2 15	5	....Harlaka Junction....	1 43	......	9 55	9 05	......
......	12 40	2 46	......	2 26	11	...St. Henry Junction...	1 30	......	9 35	8 50	......
......	12 50	3 00	......	2 34	14	....St. Henry Village....	1 15	......	9 15	8 30	......
......	1 15	3 35	......	2 47	21	.......St. Anselme.......	1 00	......	8 55	8 10	......
......	1 35	4 00	......	3 00	26	..... St. Henedine	12 48	......	8 30	7 50	......
......	1 55	4 25	......	3 12	33	..........Scotts	12 35	......	8 00	7 25	......
......	2 10	4 55	......	3 22	37	.........St. Mary.........	12 25	......	7 40	7 10	......
......	2 40	5 20	......	3 38	43	Ar. Beauce Junction. Lv	12 10	......	7 10	6 45	......
......	3 45	5 30	......	......	...	Lv. Beauce Junction. Ar	......	......	6 45	5 10	......
......	4 00	5 55	......	......	48	........St. Joseph........	......	......	6 30	5 55	......
......	4 25	6 30	......	......	58	Ar.... St. Francis Lv	......	......	6 00	5 30	......
......	......	......	6 50	3 40	43	Lv. Beauce Junction. Ar	12 08	5 10	......	......	......
......	......	......	7 45	4 10	55	..... Tring Junction	11 50	4 00	......	......	......
......	......	......	......	......	60	.....East Broughton.....	......	......	......	......	......
......	......	......	8 15	4 35	65	........Broughton	11 23	3 30	......	......	......
......	......	......	8 40	4 45	71	........Robertson	11 10	3 00	......	......	......
......	......	......	9 15	4 57	76	...., Thetford Mines.	10 58	2 25	......	......	......
......	......	......	9 45	5 07	80	.... Black Lake	10 48	2 10	......	......	......
......	......	......	10 33	5 22	86	.... Coleraine	10 33	1 40	......	......	......
......	......	......	11 05	5 35	91	.........D'Israeli.........	10 20	1 20	......	......	......
......	......	......	11 40	5 45	96	.........Garthby.........	10 08	12 45	......	......	......
......	......	......	12 15	5 55	102	......Lake Weedon......	9 57	12 15	......	......	......
......	......	......	12 40	6 08	107	.... Weedon.......	9 45	11 45	......	......	......
......	......	......	1 15	5 28	116	........Marbleton........	9 24	11 15	......	......	......
......	......	......	1 25	5 32	118	.... Dudswell	9 18	11 00	......	......	......
......	......	......	......	5 35	119	Ar... Dudswell Jct. ..Lv	9 15	10 40	......	......	......
......	......	......	1 40	5 55	119	Lv... Dudswell Jct. ..Ar	9 00	......	......	......	......
......	......	......	2 15	7 15	127	.......East Angus.... ..	8 40	9 30	......	......	......
......	......	......	2 40	7 28	133	... . Ascot	8 25	9 05	......	......	......
......	......	......	3 10	7 47	142	........Newington	......	8 30	......	......	......
......	......	......	3 15	7 50	143	Ar.... Sherbrooke Lv	8 00	8 10	......	......	......
						MEGANTIC DIVISION.					
4 15	......	......	......	Connect at Tring Junct. arrives at Megantic 8.15 p.m.	55	Lv.. Tring Junction ..Ar	Con. at Tring Jct. with Train leaving Megantic 7 15 a.m.	......	......	......	11 15
4 40	......	......	......		66	.... St. Victor........		......	......	......	10 35
5 05	......	......	......		72	.... St. Ephrem		......	......	......	10 10
5 45	......	......	......		79	...... St. Evariste		......	......	......	9 40
5 25	......	......	......		87	.... Lambton		......	......	......	9 90
7 00	......	......	......		96	...... St. Sebastian		......	......	......	8 20
7 45	......	......	......		105	... . St. Cecile		......	......	......	7 45
8 15	......	......	......		115	Ar..... Megantic Lv		......	......	......	7 15
3 10	......	......	......	3 10	....	Lv.... Megantic .....Ar	2 25	......	......	......	......
1 40	......	......	......	1 40	....	Ar.. St. John, N.B....Lv	4 00	......	......	......	......
11 20	......	......	......	11 20	....	Ar....Halifax, N.S. ..Lv	6 50	......	......	......	......
......	......	......	......	8 30	....	Lv... Sherbrooke ....Ar	7 20	......	......	......	......
......	......	......	......	10 15	....	Ar....Newport, Vt...Lv	5 30	......	......	......	......
......	......	......	......	8 12	....	Ar....Boston, Mass...Lv	8 00	......	......	......	......
......	......	......	......	11 33	....	Ar... .New York.....Lv	4 00	......	......	......	......
......	......	......	9 15	7 50	....	Lv..Duds'll Jct } via..Ar	5 00	5 35	......	......	......
......	......	......	8 10	8 25	....	Ar..Portland .. } Dud.Lv	5 55	8 45	......	......	......
......	......	......		12 49	....	Ar Boston .... } Jct.. Lv	1 00	......	......	......	......

NOTE.—The Heavy figures denote P.M. All Trains run daily, Sundays excepted.

Nova Scotia Central Railway

THE SHORT ROUTE via MIDDLETON TO BRIDGEWATER AND LUNENBURG.

READ DOWN.				STATIONS.	READ UP.			
—	Mon., Wed., Thurs. & Sat.	Daily (Sunday except.)	Miles.	Trains run on Eastern Standard Time.	Miles.	Daily (Sunday except.)	Mon., Wed., Thurs. & Sat.	—
	P.M.	A.M.					A.M.	
....		7 00	0	Lve. Lunenburg.......... Arr.	74	5 40	10 30	....
....	2 00	7 17	7	" Mahone .... "	67	5 23	10 10	....
....	2 20	...	9	" *Blockhouse .. "	65	.	...	....
....	...	7 50	18	Arr. } Bridgewater .... { Lve.	56	4 50	9 30	....
....	3 00	8 00		Lve. } Bridgewater .... { Arr.		4 45		....
....	Trains run on Eastern Standard Time.	...	27	" *Northfield .... "	47	.	*Indicates that trains stop only when signalled, or to set down passengers.	....
....		8 35	29	" Riversdale........... "	45	4 10		....
...		8 50	34	" New Germany .... .. "	40	3 55		...
....		9 19	41	" Cherryfield .... "	33	3 35		...
....		9 23	45	" Springfield .... "	29	3 22		....
....		....	52	" *Dalhousie............ "	22	..		....
....		10 15	62	" *Albany .... "	12	2 30		....
....		10 20	64	" Alpena .... "	10	2 25		....
....		...	68	" *Cleveland .... "	6	..		....
....		10 38	70	" Nictaux .... "	4	2 07		....
....		10 50	74	Arr. Middleton........... Lve.	0	1 55		....
		A.M.				P.M.		

Cumberland Railway

CONNECTS WITH THE EVANGELINE NAVIGATION CO. FOR KINGSPORT.

READ DOWN.				STATIONS.	READ UP.			
Daily (Sunday except.)	Daily (Sunday except.)	Daily (Sunday except.)	Miles.	Trains Run on Eastern Standard Time.	Miles.		Daily (Sunday except)	Daily (Sunday except.)
A.M.	A.M.	P.M.					P.M.	P.M.
....	8 30	....	0	Lve. Parrsboro ....Arr.	32	NOTE.—On arrival of Morning Express from Montreal, via Quebec, a train conveying passengers will run from Springhill Junct. to Springhill Mines.	3 30	....
....	8 45	....	4	" *Lakeland .... "	28		3 15	....
....	9 00	....	10	" Newville .... "	22		3 00	....
....	9 10	....	13	" Westbrook .... "	19		2 50	....
....	9 20	....	10	" Southampton .... "	16		2 40	....
....	9 35	....	19	" { *East Southampton and Mapleton .... } "	13		2 25	....
....	10 05	....	27	Arr. } Springhill Mines. { Arr.	5		1 55	..
0 00	10 30	4 35		Lve. } Springhill Mines. { Lve.			1 40	7 35
6 15	10 45	4 50	32	Arr. Springhill Junction...Lve.	0		1 25	7 20
A.M.	A.M.	P.M.					P.M.	P.M.

* At Stations marked with a * Trains stop only when signalled or when there are passengers to set down.

☞ At SPRINGHILL JUNCTION connection is made with the Express Trains of the Intercolonial Railway for PRINCE EDWARD ISLAND via Point du Chene to Summerside, or via Pictou to Charlottetown; and for CAPE BRETON via Mulgrave to the Bras d Or Lakes.

WALTHAM WATCHES

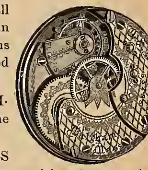
Have long been found the world over They are

RELIABLE TIME-KEEPERS

that never go back on you.

If you want THE BEST, ask your Jeweller for the UNITED STATES WATCH, made at WALTHAM, MASS., U.S.A., and take none other. If he hasn't got it, tell him you will wait till he procures a supply from his jobber.

These Watches are made in Nickel and Gold, in all sizes and grades, are stem-wind, and are so accurate as to never make you miss an engagement. In finish and beauty of design, Watches made by the UNITED STATES WATCH CO. appeal to all lovers of the artistic.



We have them for Ladies and Gentlemen in all prices, though the lowest cost one is PERFECT in REGISTERING TIME, and scores of Nova Scotians who have located in the States are profitably employed in their manufacture.

Our great Railroad Watch, "THE PRESIDENT," runs closer than any first class Watch in the world.

All Jewellers should keep UNITED STATES WATCHES, for they are WARRANTED to require less repairing than any timepiece made. The hundreds of Nova Scotians who have been in our employ, first and last, will tell you there is no Watch like the UNITED STATES WATCH.

☞ **Ask your Jeweller for the U. S. Watch**

And take no other Waltham-made Watch.

J. A. Mackenzie & Co.

Staple and Fancy Dry Goods.

SOUTH CHARLOTTE STREET,
SYDNEY, C. B.

Sydney & Louisbourg Ry.

TIME TABLE.

Trains will run Daily as follows, Sundays excepted.

Stations.	Express.	Accom.	Express.	Express.
Louisbourg	7 00*		3 45†	Saturd'y only.
Catalone	7 12		3 57	
Mira	7 20		4 05	
Milton	7 27		4 12	
Morien	7 45		4 30	
Glace Bay	8 03	1 00†	4 48	7 00†
Bridgeport	8 08	1 10	4 53	7 08
Dominion..........	8 14	1 20	4 59	7 13
Gardiner	8 20	1 27	5 05	7 20
Sydney	8 40	1 55	5 25	7 45
Sydney	9 00*	2 30†	5 40†	9 40†
Gardiner	9 20	3 00	6 00	10 10
Dominion..........	9 26	3 12	6 06	10 18
Bridgeport	9 31	3 22	6 11	10 27
Glace Bay	9 37	3 30	6 18	10 35
Morien	10 00		6 40	
Milton	10 18		6 58	
Mira	10 25		7 05	
Catalone	10 33		7 13	
Louisbourg........	10 45		7 25	

*A.M. †P.M.

John A. Mackenzie & Co.

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Artists' Materials, Fancy Goods, etc.

All the latest Magazines.

SYDNEY, C.B.

ANGUS McLEOD,
SYDNEY, C.B.

PAINTER & DECORATOR,

Dealer in Paper Hangings, Paints, Oils, Varnishes, Room Moulding, &c. Estimates cheerfully given. Work done in any part of Cape Breton.

STOP AND REFLECT

How long it is since your WATCH was cleaned. Take advantage of our offer for next sixty days. We are cleaning Watches for 75 cents, with all other repairs proportionately reduced.

Rhodes & Gannon,

Publicover's Block. SYDNEY, C.B.

SOLID COMFORT

Is what everybody desires while being shaved, and when this is combined with light, cheerful surroundings and careful, attentive artists, Shaving becomes a pleasure. All these things necessary for a comfortable shave can be expected at

Publicover's Tonsorial Parlors,

Publicover's Block, SYDNEY, C.B.

A. D. MACGILLVRAY, M.D.

Prescription Pharmacy,

SOUTH CHARLOTTE ST, SYDNEY, C.B.

Chemist and Druggist. Toilet Articles, Soaps, Perfumery, &c., Druggists' Sundries, Cigars, Tobacconists' Goods, etc., etc.

PHOTOGRAPHS!

Tourists always want Photographs of the delightful scenery of Cape Breton.

WOODILL keeps a large Stock on hand, including views of far-famed Bras d'Or Lakes. Studio next to Merchants Bank. Call or write

C. H. WOODILL, SYDNEY, C.B

Go to the——

SYDNEY PHARMACY,

Pass Building, for Pure Drugs and Chemicals. Nearest Drug Store to the Sydney Hotel. Telephone 76.

A. A. BONEHAM, - Proprietor,
SYDNEY, C.B.

J. YOUNG & SON,

Fine Custom Tailoring

In all its Branches.

SYDNEY, C.B.

MILLER BROS.

101 & 103 BARRINGTON ST.
HALIFAX, N.S.

Formerly A. Stephen & Son's Furniture Warerooms,

—DEALER IN HIGH GRADE—

Pianos & Organs

REPAIRING AND TUNING
Attended to by competent Staff of Workmen.

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—IMPORTERS OF—

Woolens and Tailors' Trimmings

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W. C. Northup. S. R. Cossey.

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Workmanship and Fit guaranteed. All the Latest Styles.

The largest Stock of English and Scotch Goods to be found in Cape Breton.

THE BELMONT,

NORTH SYDNEY, C.B.

J. D. McDONALD, - PROPRIETOR.

Good table. Centrally located opposite Ferry.

Old Mr. Gruff (to his daughter)—H'm! It was after twelve o'clock last night when Young Dawdle went home.

Miss Gruff—I know it, papa; but he's right on the point of proposing. With his fifteen thousand a year I'll get good pay for the overtime I'm working.

SHE PASSED.

THE GATEKEEPER SAW THE ERROR OF HIS WAYS AT LAST.

When the train for the West was called there was a rush of passengers at the door, and among them was a small, thin young woman about twenty years old, who had a humble and resigned expression, and a sharp-nosed, iron-jawed female of forty-five, who was evidently her mother. The small, thin woman had a hundle and a ticket to St. Thomas. The sharp nosed woman had a basket and two bundles and no ticket at all.

Ticket ma'am, said the gatekeeper, as she attempted to follow her daughter out

I'm jest goin' to see Melinda on the train, she replied.

Ticket, ma'am, ticket; got to have a ticket!

I've got to put Melinda aboard of the train I tell ye! She's never travelled before in her life and is jest as apt to git under or on top of the car as into it.

Show your ticket, ma'am, persisted the gate tender as he waved his ticket punch around. I have to do as I'm ordered you know.

I tell ye, replied the woman, as she crowded closer. I'm bound to see Melinda off! It won't hurt yer ole railroad any to let me through. Melinda, don't you cry, fur I'm comin. The idea that a mother can't see her daughter off!

Ticket, ma'am! You are detaining fifty passengers. Please show your ticket or move back!

I've got to put Melinda on that car! shouted the woman in a higher key. I've got twelve eggs, a bottle of skunk's oil, two lamp chimneys, a pumpkin pie, a bottle of hair dye and a pint of butter milk in this basket, and I either go through or bust the basket right here and now.

She dropped the bundles and began swinging the basket around her head, but it had made only two circles when the gate tender smilingly said:

Wish to see your daughter off? Pass right in, lady, and stay as long as you want to.

You bet I will! muttered the old lady as she joined Melinda, but I'm a leetle sorry he give up so quick. Good lands but I could hev made sich a wreck of this depot that no trains could hev gone out fur a week!

DON'T THROW CUDGELS AT YOUR TOWN.

Whatever failings you may have—and heaven knows all have some.
That they should struggle day and night to try and overcome—
Ne'er stand within the market place, and as you coldly frown,
With all the strength that you possess, throw cudgels at your town.

Do not unceasingly complain about her streets and squares,
The failures her officials have, the parson's talks and prayers,
And do not in an endless plaint your small opinion give
Of how much better things were done where you chanced to live.

If things are not what they should be and ought to be improved,
Roll up your sleeves and go to work and have what's wrong removed,
But let me say, whatever line of action you pursue,
Do not destroy what you now have till you can build anew.

WE ALL KNOW HER.

She warbled the soprano with dramatic sensibility,
And dallied with the organ when the organist was sick;
She got up for variety a brand new church society, and
Spoke with great facility about the new church brick.

She shed great tears of sorrow for the heathen immortality,
And organized a system that would open up their eyes;
In culinary clarity she won great popularitr, and
Showed her popularity in lecturing on pies.

For real unvarnished culture she betrayed a great propensity;
Her "Tuesday talks" were famous, and her "Friday glimmer" great.
She grasped at electricty with mental elasticity, and lectured
With intensity about the marriage state.

But with the calm assurance of her wonderful capacity,
She wouldn't wash the dishes, but she's talk all day on rocks.
And while on destiny, or space and its immensity,
With ruch refined audacity, her mother darned the socks;

Some years ago the Royal Hotel, Bristol, England, a large and handsome concern, had a cook who was renowned for his pancakes. At the close of the dinner these would be sent up hot from the kitchen, and the diners frequently testified their appreciation by one or more encores. One hot summer day the pancakes were keenly enjoyed by about twenty commercial travelers, and three times did the waiters return to the culinary department for fresh supplies. The cook was of somewhat irascible temperament, and each infliction, even accompanied, as it was, by enthusiastic compliments on his skill, tended to rouse his choler. At last when a fourth batch was demanded the perspiring artist flatly refused to comply. When the traveling men received this intimation they promptly sent for the hotel steward and insisted on the filling of their order. After five minutes delay the head waiter came in and made this announcement:—

The steward sends his respects, gentlemen, and says he's very sorry. He's been to the manager, and the manager's been to the cook, and the cook says he'll see you all in h—l first! There were no more cakes that day.

HARRISON BROS.

—AGENTS FOR—

CANADA STAINED GLASS WORKS.

Dealers in Sand-cut, Embossed, Bent and Bevelled Glass, Mirror Plates, etc. Plain and Artistic Painters, Importers of Wall Paper and Decorations.

SHOWROOMS: 54 BARRINGTON STREET,
HALIFAX, N. S.

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MILLERS' AGENTS AND COMMISSION MERCHANTS

HALIFAX, N.S.

Consignments solicited. Storage capacity 10,000 lbs.

HALIFAX CONFECTIONERY AND BAKING CO.

o - *LIMITED* — o

— Wholesale Manufacturers of—

Confectionery and Biscuit,

FACTORY—Water and Barrington Streets,
OFFICE—No. 174 Water Street.
HALIFAX, N.S.

Baker Bros.

Commission Merchants

STAYNOR'S WHARF, HALIFAX.

AGENTS for Park, Blackwell & Co. Limited, Toronto, Pork and Provision Merchants; W. Clark, Montreal, Cured and Potted Meats, Soup, &c.; Johnston Fluid Beef Co., Montreal; American Grocery Co., New York; A. Jardine & Co., manufacturers Pure Gold" Goods.

Moore & Moore,

TEA IMPORTERS

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The late Francis Parkman, the historian, had the Mosaic idea of justice—an eye for an eye, a tooth for a tooth. A friend met him one day walking, along the street, leading a street boy with either hand. What in the world are you doing, Parkman? asked his friend. I found that Jonhny here had eaten all of the apple instead of dividing it with his little brother. I am going to buy another for the younger boy and make Johnny watch him while he eats it.

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A DEALER'S DREAM.

A beautiful dream I was dreaming one night,
I dreamed of a future all rosy and bright.
Of profits galore and of sales made just right
I wonder if dreams come true.

I dreamed that the farmers no longer did try
Direct from the makers their harrows to buy;
But took what I handled, and paid 'thout a sigh.
I wonder if dreams come true,

No objections were raised and no credit was sought,
They paid me spot cash for all goods that they bought,
And each of their children the lesson was taught.
I wonder if dreams come true.

I dreamed that the notes and accounts were all paid,
And upon every side a nice profit was made,
And no second hand goods were offered in trade.
I wonder if dreams come true.

I dreamed that the granger no longer could claim,
That goods were sold cheaper by Jim What's his name,
For every last dealer was asking the same.
I wonder if dreams come true.

In freight rates substantial reductions were made;
'Twas seldom that shipments were lost or delayed;
And all claims for damage with promptness were paid.
I wonder if dreams come true.

At last I awoke and stared wildly about;
But soon took another trip on the dream route,
And I dreamed that the other dream never panned out,
Yes, I think that some dreams come true.

THE LIMITATIONS OF YOUTH.

I'd like to be a cowboy, and ride a fiery hoss,
Way out into the big and boundless west,
I'd kill the bears and catamounts an' wolves I came across,
An I'd pluck the bal'head eagle from his nest.
With my pistols at my side, I'd roam the prairies wide,
An' to scalp the savage Injun in his wigwam would I ride—
If I darst; but I darsen't!

I'd like to go to Afriky an' hunt the lions there,
An' the biggest ollyfunts you ever saw!
I would track the fierce gorilla to his equatorial lair,
An' beard the cannibull that eats folks raw!
I'd chase the pisen snakes an' the pottimus that makes
His nest down at the bottom of unfathomable lakes—
If I darst; but I darsen't.

I would I were a pirate to sail the ocean blue,
With a black flag a-flying overhead;
I would scour the billowy main with my gallant pirut crew,
An' dye the sea a gouty, gory red!
With my cutlass in my hand on the quarter-deck I'd stand,
And to deeds of heroism I'd incite my pirate band—
If I darst; but I darsen't.

And if I darst, I'd lick my pa for the times that e's licked me!
I'd lick my brother, an' my teacher too.
I'd lick the fellers that call round on sister after tea,
An' I'd keep on licking folks till I got through.
You bet I d run away from my lessons to my play,
An' I d shoo the hens an' tease the cat, an' kiss the girls all day—
If I darst; but I darsen't.

Here's a neat and probably true story of a small Boston boy, who was just learning to say his evening prayer. The other night he began with his usual drawl: 'Now—I—lay—me—' and then waited for his mother to help him 'Go on, Harold,' she said 'Now I—I—lay—me—" 'Down,' prompted the mother. 'Down came a blackbird and nipped off her nose. Amen,' said Master Harold with great alacrity and fluency, and jumped up and popped into his little bed.

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QUEBEC CENTRAL RAILWAY.

New Extension to Megantic.

The new extension of the Quebec Central Railway from Tring Junction on the main line to Megantic, a distance of 60 miles, was completed in the middle of October, and duly inspected by the Dominion and Provincial Government engineers. It is a substantially built, high-class road, and the report of the Government inspectors was entirely favorable.

Regular traffic was commenced on November 1st, as will be seen by reference to the time table of the Quebec Central Railway in another column.

The completion of this branch to Lake Megantic, in conjunction with the Canadian Pacific Railway from that place, shortens the road between Quebec and St. John, N.B., and other Lower Provinces points by nearly 160 miles as compared with previously existing lines For the present, only an accommodation train service is being run between Megantic and Tring Junction, but, with the opening of the tourist business next summer, it is intended to run through sleeping cars on fast train schedule time, between Quebec and St. John, N.B., and there is no doubt but that this will be the favorite route for sportsmen, tourists, etc.

Below will be found a map of the Quebec Central line and its connections, to which we beg to call attention.

BOTH RIGHT.

At the conclusion of a sermon, somewhere in Iowa, the preacher requested some one to pass around the hat and take up a collection. A young man, a stranger in the place, jumped up and commenced circulating the hat in such a way as to finish the job near the door and pass out with the proceeds.

The preacher, eyeing him as he went out, observed, 'If that young man runs away with that money he'll be damned.'

A deacon, sitting by the window, seeing him make off down the street, responded, 'And if that young man hasn't run away with the money I'll be damned.

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Eyes Tested Free of Charge.
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PETRIE HOUSE,
Little Glace Bay, C B.
Mrs. E. Petrie, - Propts.
Sample Room and Livery Stable in connection

A youth to fortune and to fame unknown sent Dumas the manuscript of a new play, asking the great dramatist to become his collaborator. Dumas was for a moment petrified: then he seized his pen and replied: How dare you, sir, propose to yoke together a horse and an ass? The author by return of post wrote: How dare you, sir, call me a horse? Dumas, by next mail: Send me your play, my friend.

Intercolonial Railway Connections.

Trains leaving Halifax at 18 40 o'clock and St John at 22.10 o'clock arrive at Levis, Quebec, at 16 00 o'clock and Montreal at 22.00 o'clock, and Ottawa at 13.15 o'clock next day and Toronto at 7.15 o'clock following morning, where close connections are also made for all Western Canada and United States points.

Train leaving Halifax at 6.50 arrives at St. John at 15.50, runs through to Montreal arriving there at 8.20 next morning, Ottawa at 13.30, Toronto at 19 25 same evening. This train leaving Halifax on Saturday runs through

Connection is also made at Quebec (by ferry) with Canadian Pacific Railway for Montreal, Ottawa, Toronto and all C. P. Railway and U. . Western points.

Express train from Montreal and Levis (Quebec), aturdays, for Halifax and St. John. and Express trains from Halifax and St. John for Levis, (Quebec), and Montreal, aturdays will run to destination Sunday.

Passengers for Pictou and the East will leave Halifax at 7 20 by Through Express train, and change cars at Truro.

Express train from Pictou at 17.50 o'clock connects at Truro with Express for Halifax at 20.30 and with Express for St. John and Quebec at 20.40.

The 5 50 Accommodation train from Pictou connects at Truro with Express trains for St. John and Halifax.

At Windsor Junction with trains of the Dominion Atlantic Railway for Windsor, Wolfville, Kentville, Annapolis and Yarmouth.

At Sydney with the Sydney and Louisbourg Railway.

At Ferrona Junction with trains of the New Glasgow Iron, Coal, and Railway Company for Springville, Bridgeville, St. Paul and Sunny Brea.

Trains of the Cumberland Railway Company connect at Spring Hill Junction, to and from Parrsboro, with day express trains to and from Halifax and St. John.

At Maccan trains of the Joggins Railway connect with day express trains from St. John and Halifax.

At Sackville day express train leaving St. John at 7.00 connects with N. B. & P. E. Island Railway for Cape Tormentine.

Connections are made at Painsec to and from Point du Chene and Shediac with through day express trains leaving Halifax at 6.50 and 7.20, and St. John at 7.00, to and from St. John and Halifax.

Trains of the Salisbury and Harvey Railway connect at Salisbury.

Trains of the Elgin and Havelock Branch Railway connect at Petitcodiac.

At Hampton and Norton with Central Railway of New Brunswick.

A free colonist sleeper for St. John is on the train leaving Moncton at 20.00 o'clock, and passengers have the privilege of occupying this car over night.

At St. John station with trains of the Canadian Pacific Railway for Fredericton, Woodstock, Houlton, St. Andrews, St. Stephen, Montreal, Ottawa, Toronto, and all Western Canada and United States Points; also with "New England All-Rail Line" for Bangor, Portland, Boston and New York.

Trains of the Kent Northern Railway connect at Kent Junction with Accommodation trains leaving Campbellton at 5.45 and Moncton at 10.30.

At Chatham Junction with trains of the Canada Eastern Railway for Chatham and Fredericton.

At Gloucester Junction with the Caraquet Railway.

At Riviere du Loup with trains of the Temiscouata Railway.

At Levis day express from Halifax connects with trains of the Quebec Central Railway for Sherbrooke and Boston.

Time of, and connections with, foreign lines not guaranteed.

PRINCE EDWARD ISLAND.

Day express leaving Halifax at 7.20 o'clock, connects at Truro at 9.45 with local express for Pictou, where connection is made daily (Sundays excepted) with steamers of the Charlottetown Steam Navigation Company for Charlottetown.

Day express leaving St. John at 7.00 o'clock connects at Painsec Junction with train for Point du Chene, where connection is made daily (Sundays excepted) with steamers of the Charlottetown Steam Navigation Company to and from Summerside and Charlottetown and all P. E. I. Railway points.

Connections are made at Painsec Junction to and from Point du Chene and Shediac with through day express trains to and from St. John and Halifax, leaving St. John at 7.00 o'clock and Halifax at 6.50 and 7.20.

EASTERN NOVA SCOTIA AND CAPE BRETON ISLAND.

Express train leaving Halifax at 7.20 connects at Truro with local express for Pictou, Port Mulgrave and Sydney, C. B.

Passengers leaving Sydney at 4.00 o'clock arrive in Halifax at 18.15 and in St. John 24 00 same evening, connecting at St. John with trains of the "All Rail Line," and with Intercolonial steamers for Boston and all points in eastern United States, New York, etc.

At Mulgrave during navigation, (weather permitting) with steamer Rimouski, on Mondays and Fridays for Arichat and Canso, Tuesdays and Thursdays for Port Hood, Wednesdays and Saturdays for Guysboro.

At Antigonish, stage from Sherbrooke connects daily with express trains to and from New Glasgow and Halifax.

At Heatherton, stage from Guysboro connects daily with express trains to and from New Glasgow and Halifax.

At Hastings, stage connects daily with ferry steamer to and from Port Hood and Mabou.

At Grand Narrows steamer to and from Baddock connects with express train morning and evening daily (Sundays excepted).

STAGE CONNECTIONS.

At Amherst with tri-weekly stages for Linden and Tidnish.

A Shubenacadio with stages daily for Maitland, Gay's River and Musquodobit, tri-weekly for Sheet Harbour, and on Saturdays for Kennetcook and Noel.

At Hopewell with Stewart's stage line for Springville, Bridgeville, St. Paul, Upper and Lower Caledonia, Smithfield and Melrose.

At Truro, daily with stages for Clifton, Black Rock, and Maitland, and tri-weekly for Earltown, and West Branch River John.

At Londonderry with stages for Acadia, Iron Mines, Great Village, Economy and Five Islands.

At Shediac with stages to and from Cocagne and Buctouche.

At Harcourt with stages for Richibucto, Kingston and other places on north shore.

At Newcastle with tri-weekly stages for Red Bank and Whitneyville.

The Intercolonial Railway is unequalled for comfort and safety in its passenger train equipment.

Baggage checked to all points in Canada and principal points in United States.

Time of, and connections with, foreign lines not guaranteed.

Sleeping cars leave Halifax and Montreal daily (Sundays excepted), and run through between these points via Levis without change. Passengers from St. John for Quebec and Montreal take sleeping car at Moncton. Saturday trains leaving Halifax, St. John and Montreal run through via Levis to destination on Sunday, arriving in Halifax at 13.30, St. John at 10.30 and Montreal at 19.00.

Fine upholstered Colonists' Sleeping Cars are on Halifax, Quebec and Montreal through trains leaving Halifax at 12.20 and Montreal at 7.50.

Through sleeping cars run on express trains between Halifax, St. John and Montreal, leaving Halifax daily (Sundays excepted) and Montreal daily (Saturdays excepted) and run through between these points via St. John without change.

FIRST-CLASS REFRESHMENT ROOMS at Truro, Amherst, Moncton, St. John, Trois Pistoles and Levis, and ample time allowed for meals.

The maid: Zee market vooman eez below, and zays zat after this eggs vill be thirty-six cents von dezen. Madam: Preposterous! Three cents for one egg. The maid: Pardon; mais madam must considaire zet ee cez a day's vurk for zee hen.

I have been on this road ten years, said the conductor on a southern rail road to a passenger who complained of the slow time, and I know what I'm talking about. Ten years, eh? said the passenger; what station did you get on at?

A gentleman in Washington asked a friend who had fought all through the war, if he had ever killed a man that he positively knew of. Yes, said he, remorsefully, one. At Bull Run I ran at the first fire. A rebel chased me for ten miles, and was then so exhausted that he dropped dead.

On discovering a Chinaman in his bedroom at a hotel in Shanghai an American newspaper correspondent remarked: Hello! What ting? What fashion man you b'long? What side you come? To which the Chinaman replied: This is Mr. Ralph, I presume We have mutual friends who suggested my calling on you. Oh! that's all right. I spent eight years at school in Norwich, Ct.

Ah! said Mr. Ralph, partially recovering his presence of mind, very well, very well.

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No person shall kill more than two moose and four caribou. Penalty $50 to $200.

Meat must be taken from the woods within ten days from time of killing. Penalty $50 to $200.

No person shall have in possession any green hide or fresh meat, whether killed in Nova Scotia or elsewhere, between January 25th and September 14th. Penalty $20 to $50.

No person shall set any snare or trap for moose or caribou. Possession of a snare is presumptive evidence of intention to break the law. Penalty $50 to $100.

No person shall hunt or kill moose or caribou with dogs. Penalty $50 to $100. All dogs hunting moose may be destroyed by any person.

No person shall for ten years hunt or kill American elk or red deer. Penalty $50 to $100.

No person shall for three years hunt or kill any cow moose. Penalty $100 to $200.

BIRDS.

Close season for partridge, woodcock, grouse, snipe, teal, from December 1st to September 15th. For blue winged duck, from April 1st to September 15th.

No person shall have any such birds in possession in close season, whether killed in Nova Scotia or elsewhere.

No person shall kill woodcock between sunset and sunrise.

Penalty for shooting or having in possession in close season, or killing after sunset, $5 to $10 for each bird.

PHEASANTS, ETC.

It is unlawful to hunt, kill, or have in possession any pheasant, blackcock, capercailzie or ptarmigan.

RABBITS, HARES.

Close season from March 1st to September 1st.

No person shall have them in possession from March 5th to September 1st.

No snares shall be set for rabbits or hares in close season.

Clear space of 100 feet must be left between each hedge and the nearest hedge. All snares or hedges unlawfully set may be destroyed. Penalty for each offence $2.

OTTER AND BEAVER.

Close season for three years, namely from May 1st, 1894, to May 1st, 1897.

MINK.

Close season from March 1st to November 1st.

OTHER FUR-BEARING ANIMALS.

Close season for all other fur-bearing animals, except bear, wolf, loupcervier, wildcat, skunk, musquash, raccoon, and fox, from April 1st to November 1st.

LICENSES.

No person not domiciled in Nova Scotia shall hunt without license.

License fee for birds, hares, and rabbits, $10; for all other game, $30.

Licenses may be had at Provincial Secretary's office, Halifax, from all clerks of counties, and from the agents of the Game Society in various parts of the Province.

License fee for officers of army and navy on this station, $5. Such officers who are members of Game Society are not required to take any license.

Penalty for hunting without license, $50 to $100, in addition to the license fee.

The hunter, guide, or companion of any such person hunting without license is liable to the same fine as the person himself.

Note.—Whenever a fine is imposed by the game laws, the person fined is liable to imprisonment if the fine is not paid; and judgment may be recovered in the county courts for amount of fine and costs, and may be recorded, so as to bind the lands of the defendant.

EXPORT OF HIDES, ETC.

Unlawful to export Moose or Caribou hides from Nova Scotia. Any hides attempted to be exported shall be forfeited. Penalty—$5 for each hide. Unlawful to export Partridge or Woodcock. Penalty—$20.

FISH.

Salmon.—Close season from August 15th to March 1st, except that Salmon may be fished for with the fly alone from February 1st to August 15th. From low water nearest 6 o'clock p. m. of every Saturday to low water nearest 6 a. m. of every Monday, no one shall fish for Salmon in non-tidal waters. The use of nets is prohibited in non-tidal waters.

In non-tidal waters frequented by Salmon, no one shall fish for any kind of fish between 9 o'clock p. m. of every Saturday and 6 o'clock a. m. of the following Monday. Drifting and dipping for Salmon is prohibited. Penalty for breach of foregoing provisions, $20 for each offence.

Trout, etc.—Unlawful to fish for or to have in possession any Speckled Trout (*salvelinus fontinalis*), Lake Trout, or land-locked Salmon, between 1st October and 1st April.

Unlawful to fish for Trout by any other means than angling with hook and line. Penalty for breach of foregoing provisions, $20 for each offence.

Explosives.—The use of explosives to kill any kind of fish is prohibited under a penalty of $20.

Bass.—Close season from 1st March to 1st October, except that Bass may be fished for at all times by angling with hook and line. Bass should not be fished for by any net having meshes of a less size than 6 inches, extension measure, nor by means of seines. Penalty, $20.

Shad and Gaspereaux.—Close season for Shad and Gaspereaux shall be from sunset on Friday evening to sunrise on Monday morning in each week. Penalty, $20.

By a late amendment to the Game Laws, agents of the Society are appointed in various places in the Province, where non-residents are likely to arrive, for the purpose of selling licenses, and of generally carrying out the law.

GEORGE PIERS,
Secretary Game Society

Halifax, July 25th, 1894.

HACKNEY CARRIAGE FARES.

The following is the lawful charge for carriage hire at Halifax:—

For each person for any distance up to a mile, 25c.; 1½ miles, 30c.; 2 miles, 40c.; 2½ miles, 45c.; 3 miles, 50c. Half rates to be paid if returning in the same carriage; for every 15 minutes after the first fifteen, 15 cents extra is allowed.

If you desire to hire a carriage by the hour you must state so at the time. The charges are: For a one-horse carriage, 75c. per hour; for a two-horse carriage, $1.00. Every fraction of an hour in like proportion.

To or from any steamer, to or from any hotel or dwelling house to any stage office, railway station or other place (with half cwt. luggage), 50c. Every additional half cwt. luggage 10c additional. And in a like proportion for other distances and additional luggage.

Children under one year ride free; over one year and under twelve, half fare.

For employment during the night, between twelve midnight and six a. m. during the summer, the fare must be agreed on, not however to exceed double fare.

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Antigonish	10 50	8 60	17 65
Athol	8 85	7 00	14 65
Belmont	8 85	7 00	14 65
Bridgewater	9 50	....	17 50
Brookfield	8 60	7 00	14 45
Debert	8 85	7 00	14 65
Elmsdale	7 90		13 35
Glengarry	9 25	7 60	15 75
Greenville	8 85	7 00	14 65
Grand Narrows	12 40	9 80	19 75
HALIFAX	7 00		12 00
Harbour au Bouche	11 35	8 80	18 75
Heatherton	10 85	8 80	18 20
Hopewell	9 25	7 70	15 75
Leitche's Creek	12 50	10 20	19 75
Londonderry	8 85	7 00	14 65
Lunenburg	9 60	....	17 50
Maccan	8 85	7 00	14 65
Merigonish	9 65	8 65	16 40
Malgrave	11 10	8 80	18 75
McIntyre's Lake	11 80	9 05	19 05
New Glasgow	9 25	7 75	14 80
North Sydney	12 50	10 10	18 75
Orangeville	12 10	9 50	18 50
Oxford	8 85	7 05	14 80
Picton	9 25	7 75	15 75
River Denys	12 00	9 30	19 70
River John	9 25	7 75	15 75
Riversdale	9 25	7 25	15 25
Shubenacadie	8 20	7 00	13 80
Stellarton	9 25	7 75	15 75
Springhill	8 85	7 00	14 65
Stewiacke	8 35	7 00	14 65
Sydney	12 00	9 20	19 75
Tatamagouche	9 25	7 60	15 75
Tracadie	11 10	8 80	18 55
Truro	8 85	7 09	14 65
Thomson	8 85	7 00	14 65
Wentworth	8 85	7 00	14 65
West Bay Road	12 60	9 20	19 40
West River	9 35	7 40	15 60
Westchester	8 85	7 00	14 65
Westville	9 25	7 75	15 75
Wallace	9 25	7 45	15 70

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Fall River, Mass., Jas. Duckett, Main st.
Fitchburg, Mass., F. C. Currier, 145 Main st.
Gardiner, Mass., G. Perry, Agent Fitchburg Railroad.
Gloucester, Mass., Abbott Coffin, Gloucester Beat.
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Tickets can also be obtained from all agents of the Intercolonial Railway in Nova Scotia and Cape Breton; the agent of the Coastal Steam Packet Company at Bridgewater, N. S.; the agent of the Lunenburg and Halifax Steam Packet Company at Lunenburg.

For rates, folders, and further information write Richardson & Barnard, agents, 20 Atlantic avenue, Boston; A. P. Lane, N. E. agent, 207 Washington street, Boston, or to H. L. Chipman, Canadian agent, Plant wharf, Halifax.

Distance from Boston to Halifax.

Lewis Wharf to Boston Light,	8
Boston Light to Cape Ann,	17
Cape Ann to Seal Island,	208
Seal Island to Cape Sable,	17
Cape Sable to Baccaro,	7
Baccaro to Negro Island,	7
Negro Island to Shelburne,	7
Shelburne to Gull Rock,	7
Gull Rock to Little Hope Island,	14
Little Hope Island to Liverpool,	16
Liverpool to Ironbound Island,	16
Ironbound Island to Cross Island,	7
Cross Island to Samhro,	44
Sambro to Chebucto Head,	6
Chebucto Head to York Redoubt,	4
York Redoubt to Plant Wharf,	4
Total distance from wharf in Boston to wharf in Halifax,	389

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Steamer "MAY QUEEN" will make two trips daily, Sunday excepted, between Baddeck and Grand Narrows connecting with express trains to and from Sydney and Point Tupper; will leave Grand Narrows on Tuesdays for Big Pond and East Bay after arrival of train from Sydney, and for Irish Cove on Wednesdays and Fridays.

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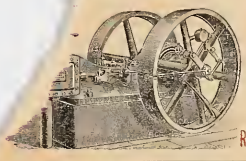

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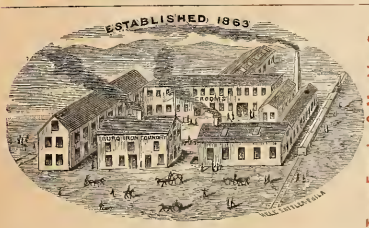

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French railroad companies are contemplating the substitution of the telephone for the telegraph.

American railroads have an aggregated bonded debt of $5,405,049,969. Complete lines of railroad were finished between the Atlantic and Pacific oceans in 1869.

The swiftest regular railroad train in the world is the West Coast Edinburg express of Great Britain. A 70 mile an hour speed is of daily occurrence.

The railroads of Florida have a mileage of 2 500 miles. Compared with the population of the state, they are more extensive than the railroads of any other southern commonwealth.

The London depot of the Great Eastern railway—the Liverpool street station—has been enlarged and is now the largest in the United Kingdom. It occupies an area of 14¾ acres and has 18 separate platforms under four parallel and one transverse spar of glazed roofing.

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WHEN WE GET THERE,

On the thirty-second day of the thirtenth month on the eighth day of the week.
On the twenty-fifth hour on the sixty first minute we'll find all things that we seek.
They are there in the limbo of Lollipop land, a cloud island resting in air,
On the Nowhere side of the Mountain of Mist in the Valley of Overthere.

On the Nowhere side of of the Mountain of Mist in the Valley of Overthere,
On a solid vapor foundation of cloud are palaces grand and fair ;
And there is where our dreams will come true and the seeds of our hope will grow
On the thitherward side of the Hills of Hope in the hamlet of Hocus Po.

On the thitherward side of the Hills of Hope, in the hamlet of Hocus Po,
We shall see all the things we want to see, and know all we want to know
For there the old men will never lament, the babies will never squek,
In the Cros Road Corners of Chaosville, in the County of Hideangoseek.

In the Cross Road Corners of Chaosvilie, in the County of Hineangoseck,
On the thirty-second day of the thirteenth month or the eighth day of the week,
We shall do all things that we please to do, and accomplish all that we try
On the sunset shore of Sometimeorother, by the beautiful Bay of Bimeby.

Young Lady—One way to keep a diary is to lock it up in a burglar and fire-proof safe and lose the key.

A man no sooner finishes his prayer to be delivered from temptations than he hunts up temptations to be delivered from.

When does a hen resemble an old tramp in ambush? When she is laying for you.

Here is a remarkable case. The other day a wagonmaker who has been dumb for years picked up a hub and spoke.

A boy whose leg was repaired in New York by grafting some skin from a dog complains now that his shin barks easily.

The man who found a five dollar gold piece remaining in his pocket one morning was indebted to the fact that his wife thought it was a cent.

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NICKEL PLATING A SPECIALIT

A Hundred and Twenty Miles an Hour

It is generally conceded that sixty miles an hour is the practical limit of speed on steam railways, as at present constructed. It is rather startling therefore, to be told that a company has been formed and that capital has been obtained for the purpose of erecting a railway which will bear trains at double this speed. A hundred and twenty miles an hour is a speed that, if maintained, would carry one around the world in a trifle over eight days, It is faster than the hurricane the carrierpigeon or anything else that move upon this mundane sphere Yet the National Rapid Transit Company is asking the United States Senate for privileges looking to the establishment of a line between New York and Washington and specifying in the proposed bill that the schedule time shall not be less than one hundred miles an hour, which necessitates a speed of a hundred and twenty miles per hour to cover loss from stops Further the General Electric Company of New York is willing to guarantee motors, and generators warranting them to maintain a speed of 150 miles an hour.

Natural selection—the best umbrella in the rack.
A centre of gravity—the man who never smiles
A jail bird has no wings at all, but he gets there just the same.
Customer—Is this meat dear? Butcher—Nein. Id vas sheep
Why does charity begin at home? Much of it is too weak to get out
Beauty is only skin deep, but it will get a seat in the horse car every time
There is one business industry that has some snap to it even in dull times—the whip manufacture.

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N. A. RHODES, Vice-President. J. C. ROBERTSON, Consulting Engineer.
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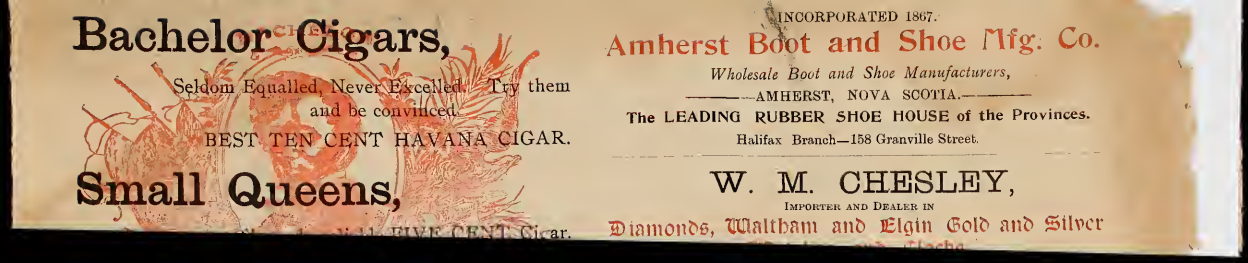
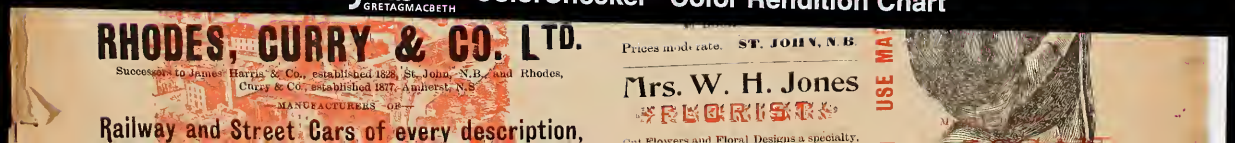
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